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52D CONGRESS, } HOUSE OF REPRESENTATIVES. { Ex. Doc. 1,
2d Session. } Part 5.

REPORT
OF THE
SECRETARY OF THE INTERIOR;

BEING PART OF
THE MESSAGE AND DOCUMENTS

COMMUNICATED TO THE
TWO HOUSES OF CONGRESS
AT THE
BEGINNING OF THE SECOND SESSION OF THE FIFTY-SECOND CONGRESS.

IN FIVE VOLUMES.

VOLUME III

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1892.

REPORT

OF

THE COMMISSIONER OF PENSIONS.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., November 22, 1892.

SIR: I have the honor to submit herewith a number of tables which set forth in succinct form certain business operations of this Bureau during the fiscal year ended June 30, 1892.

There were on June 30, 1892, 876,068 pensioners borne upon the rolls of the 18 pension agencies of the Government, being 199,908 more than were carried on the rolls at the close of the last fiscal year. These pensioners are classified as follows:

Widows and daughters of Revolutionary soldiers.....	22
Survivors of the war of 1812	165
Widows of soldiers of the war of 1812.....	6, 651
Survivors of the Mexican war.....	15, 215
Widows of soldiers of Mexican war	7, 282
Army invalid pensioners	389, 748
Army widows, minor children, etc	108, 658
Navy invalid pensioners	5, 046
Navy widows, minor children, etc	2, 600
Act of June 27, 1890 :	
Army invalid pensioners	283, 734
Army widows, minor children, etc	44, 696
Navy invalid pensioners	9, 334
Navy widows, minor children, etc	2, 917

The total amount expended for pensions during the fiscal year was \$139,035,612.68, which sum was disbursed to cover the following items:

Annual value of the pension roll of 676,160 pensioners, June 30, 1891.	\$89, 247, 200. 20
Deduct from this the average value of pensions of 21,687 persons on the rolls June 30, 1891, and dropped from the rolls during the fiscal year.....	1, 679, 224. 41
Balance	87, 567, 975. 79
Add to this amount due 38,574 persons on the rolls who had not been paid during the fiscal year 1891, and who were paid out of the funds of the fiscal year 1892.....	4, 883, 242. 64
Total amount paid on above-stated accounts	92, 451, 218. 43
Amount paid upon allowances made during the fiscal year.....	46, 584, 394. 25
Total payments for fiscal year 1892.....	\$139, 035, 612. 68
Amount due 20,435 pensioners on the rolls June 30, 1892, who were not paid for want of time, and who will be paid out of the funds appropriated for the fiscal year 1893	\$2, 822, 234. 76

APPROPRIATION FOR THE FISCAL YEAR 1893.

The appropriation for the fiscal year 1893 is \$144,956,000. Taking the cost of the allowances made during the first four months of this fiscal year as a basis for a calculation as to the cost for pensions during the fiscal year, there will be a deficiency in the appropriation of \$10,508,621, for which I have made an estimate.

ESTIMATE FOR APPROPRIATION FOR FISCAL YEAR 1894.

I have this day forwarded to you an estimate for an appropriation of \$165,000,000 for pensions for the fiscal year 1894. You will appreciate the difficulty of forecasting the probable cost of this service for a period so far in advance. If as many allowances of pension shall be made during that fiscal year as were made during the fiscal year 1892, the amount estimated for will not be sufficient to meet the requirements of the service; there will, however, be ample time after six months of that fiscal year shall have elapsed to estimate for any deficiency that may probably arise, and the knowledge of the cost of the work for that six months will enable the Commissioner of Pensions to make a more accurate calculation of the cost of the service for the entire year than is possible with the figures now before me, and as Congress will be in session no embarrassment as to payments need arise.

ACT OF JUNE 27, 1890.

I have the honor to bring to your particular attention the work of the Office in enforcing the act of June 27, 1890. Since the passage of that law to October 12, 1892, 920,367 claims have been filed, and 403,859 certificates have been issued under this law as follows:

ARMY.	
Invalid:	
Original.....	269, 398
Additional, etc	63, 570
Widows, etc.:	
Original.....	56, 664
Reissue	261
NAVY.	
Invalid:	
Original.....	9, 467
Additional, etc	1, 173
Widows, etc.:	
Original.....	3, 311
Reissue	15
Total.....	403, 859

The amount of money paid upon pensions issued under this law to September 30, 1892, is the sum of \$76,494,443.58.

This law has brought relief to a host of needy and deserving persons—many who were living upon charity, and thousands of others who

were upon the verge of that condition, were relieved. Many claimants who were seriously disabled from earning a living by manual labor, and who had endured the hardships and dangers of military life, could not establish the fact that their disabilities were of service origin, and they were, therefore, unable to obtain pensions under the old laws. This "disability bill" gave pensions to thousands of claimants of this description. From everything that I have learned in connection with the enforcement of this law, I am satisfied of its wisdom and justice.

The demand for additional pension legislation came up from all parts of the country; persons of observation and experience had become satisfied that the old laws were not broad and liberal enough in their provisions to meet the exigencies of the situation. While the act of June 27, 1890, did not receive the approval of a large number of prominent soldiers, who had urged additional legislation upon Congress, the experiences which have been gained by the enforcement of the law have, I think, disarmed all opposition to it. As far as my information goes, there is but one opinion among the great majority of old soldiers now—it is, that the law has been of immeasurable service, and that the good it has done has fully justified the expectations of those who enacted it.

It is well known that there has been since the passage of that law a great deal of very unfavorable comment upon the pension system in general. It is urged that the country is in danger of being bankrupted by extravagant and undeserving pension legislation. It is true that a new generation has come upon the stage of action since the war closed and that more than thirty millions of people have been added to the population who have no personal knowledge of the war, but a large proportion of the people were living at the time and they have not forgotten the magnitude of the contest. It was not a business handed over to a few soldiers to manage, but it was a mighty struggle which directly or indirectly involved every citizen and every business interest. It must be understood that the men who fought that war through were not professional soldiers when they entered the service; they came up from all the avenues of private life and the great body of them were young men, plain people, who relied upon manual labor as a means of earning a support as their fathers had done before them.

A casual consideration of the great change in the mode of the lives of these men and the conditions to which military life in time of war subjected them must suggest that the strain upon the life powers of the soldier was so great as to make permanent inroads upon the vital forces which would necessarily result in the development of a multitude of ailments and disabilities beyond the reach of medicine.

It is this class of citizens who now constitute the great body of those who are on the pension rolls; good health and the ability to perform labor were their capital; when these were gone they were in a great measure deprived of their means of support. A very large proportion

of the men who carried the muskets have been unable to keep up with their neighbors who remained at home, in the great struggle of life, and the claims of these persons for assistance from the Government rest upon the broadest foundation of justice.

When the war for the Union triumphantly closed in 1865, two great financial obligations rested upon the Government. One was to those who held the public securities issued to raise money to carry on the war, the other was to the men who responded to the calls of their country and became soldiers, sailors, and marines in that great struggle.

These obligations were regarded as of so sacred a character that they were protected by an amendment to the Constitution.

During the war the public obligations were greatly depreciated because of the enormous expenditures of the Government and the uncertainty of the result of the contest. The success of our armies in the field made certain the payment of the public debt at par. Since 1865 more than \$2,600,000,000 have been paid to the public creditor in interest and premiums and more than \$1,900,000,000 upon the principal of the public debt. The interest on the public debt in August, 1865, was over \$151,000,000. At that time many intelligent persons throughout the country doubted the ability of the Government ever to pay that debt; but during the past twenty-seven years it has almost all been paid, and now the credit of the Government is such that it can place a loan at 2 per cent per annum.

It is preposterous to say that the remainder of the public debt is now a burden upon the people. The debt is now less than \$9 per capita and the interest less than 35 cents per capita of the population. The remaining great obligation of the war is to the old soldiers who saved the Republic. No one can question the ability of the country to pay the pensions now authorized by law. Its people are the richest and more prosperous than any other and enjoy the freest and best government, and the taxes which they pay in their social indulgences in the use of distilled spirits, malt liquors, and tobacco will pay the pensions to the old soldiers, and, if it be found that the present receipts from this source are not sufficient, an increase of the tax upon these articles would supply any needed deficiency, would be paid without a murmur, and could be collected without additional cost to the Government.

The object of our pension laws is to bring relief to those who have served their country and who are disabled by wounds, diseases, or other causes not the result of their own vicious habits, and to the widows and orphans of deceased soldiers.

It certainly was the intention of Congress that this relief should be afforded at the earliest practicable date to all persons who are justly entitled to receive it. Pensions can not be considered in the nature of alms, but as a recognition of patriotic and honorable service in defense of the country and a recognition also that the monthly pay to the soldier was not a just equivalent to the widow and orphans where the

soldier lost his life, nor to the soldier himself where, because of wounds or disease, his ability to earn a living after leaving the service was seriously impaired.

Besides this, it is an exhibition of the gratitude of the whole people of this country who are now enjoying the advantages of our great system of free government, to pay pensions to the 22 venerable women who are the sole representatives on the pension rolls of the soldiers of the Revolution, to that patriotic remnant of the soldiers of the war of 1812, to the soldiers of the Mexican war for their heroic services, to the surviving soldiers who have fought in all the Indian wars since 1832, to the surviving widows of deceased soldiers of these wars, and to the wounded and disabled soldiers of that great body of men whose patriotism and heroism saved the Union, and to their widows and orphans.

This Nation is what it is because of the patriotism, courage, and fortitude of the soldiers, sailors, and marines who served the country from 1775 to the present hour. The people can not afford to ignore the obligations of the pension laws which have been wisely placed upon the statute books as acts of justice and gratitude to these men.

To meet these demands it will require large appropriations of money for a series of years, but in the course of nature a great army corps of the old soldiers are every year passing away, and the time is not far distant when the roll instead of increasing will begin to decrease and the Grand Army of the Union of two and a half millions of men will, like the soldiers of the Revolution, be represented on the pension rolls by a few surviving widows and daughters.

POLICY OF THE BUREAU IN THE ADJUDICATION OF CLAIMS.

It has been the policy of the Office during the past three years to put a larger part of the official force upon original claims than upon increase claims, and as a result of this plan 224,047 certificates were issued in original cases and 79,781 certificates issued in increase claims under various laws during the past fiscal year. It seemed to be just and proper that claimants who are not on the pension rolls should have a larger portion of the official force devoted to their claims than the claimants who are on the rolls and who are asking for an increase of their pensions. I am of the opinion that if this policy is pursued during the fiscal years 1893 and 1894 the adjudication of original claims will be substantially completed and made current, and that at the close of the fiscal year 1894 the highest number of pensioners ever to be on the rolls will have been placed there.

When it is seen that at this time there are 449,876 original claims pending, and that more than 109,000 of these are apparently complete, it would seem that if the business of this Office could be pushed during the present and next fiscal years with as much energy as was brought to the work during the fiscal year just closed, this great mass of original cases can be disposed of. I estimate that the greatest number of pen-

sioners under all laws will be 1,200,000, at an aggregate annual cost of \$188,000,000. I believe that this sum will be as large as will ever be required for pensions.

The important thing both for the claimants and the Government is to dispose of the original cases as soon as possible. When claims are allowed the pensions begin with the dates of filing the declarations. If there has been considerable delay in proving up and allowing the claims, the first payments will run up into hundreds of dollars each, while the average pension is about \$11 per month.

Very few persons who are entitled to a pension are in such financial condition that they do not stand greatly in need of the money. The letters from claimants and their wives and children daily received at the Office, and information received from reliable sources from all parts of the country, added to my personal observations, have convinced me that the majority of the soldiers as a class, compared with their neighbors of the same age, are far inferior in physical stamina and ability to perform manual labor for a living; it is therefore a matter of justice as well as a public duty to hasten the allowance of all just claims so as to bring to these claimants the relief the law grants them, and of which they stand so much in need.

ANXIETY OF CLAIMANTS FOR ALLOWANCE OF CLAIMS.

Thousands of letters are received every week from claimants, from attorneys, from members of Congress, and other persons urging immediate action in certain pension claims. Surprise is often expressed that there should be any delay in the settlement of claims. I have endeavored in the most public manner to explain that with about 800,000 claims pending it is absolutely impossible to take them all up at once. I have shown that the Office has settled and issued certificates in, upon an average, 1,000 cases per day during the past year, or one every twenty-four seconds of the office hours of the year. All this work has been carefully performed both as regards the interests of the Government and of the claimants. I am satisfied that the official force can not materially increase this output of certificates. It is therefore obvious that claimants must wait with patience until their claims can be reached in their regular order.

It is very important that claimants should respond promptly to all calls made for evidence to complete their claims and to report promptly for medical examination when ordered. Attorneys need not wait for calls for evidence, but should without delay inform their clients as to what evidence is required to establish their claims. Attorneys should also observe scrupulous care in properly indorsing all papers forwarded to this office so as to prevent the examination of the records to ascertain the claims to which the papers relate. At this time at least a thousand examinations per day are made in the record division to identify papers in order that they may be filed with the proper cases.

It would be a great relief to the Office if the testimony in all just claims was in and the work of adjudicating claims was current. It is obvious, however, that inasmuch as there are now over 184,000 claims apparently complete and over 570,000 claims requiring additional evidence, claimants as well as the Office will be deeply engrossed with the business of the Bureau for some time to come.

A statement of the condition of the business of the Bureau must make the fact clear to every reasonable person that the delay which has occurred in the settlement of claims is absolutely unavoidable.

I can well understand the anxiety of claimants to have their cases settled at once. It is not to be presumed that it is a matter of choice with the Commissioner that cases are not disposed of as rapidly as desired by claimants; the reverse is the case. The Commissioner and the entire official force under him have exerted themselves to the utmost to dispose of the business as rapidly as possible. Cases however can not be allowed until they are established by proper proofs. At this time very few cases remain in which the necessary calls for the evidence to complete them have not been made. The responsibility of furnishing the evidence is with the claimants. Every claimant should make haste to supply, if he can, the evidence required to prove his claim, and when this evidence is forwarded he should give notice that he is ready for trial. This being done, his case will be taken up and disposed of just as soon as it can possibly be reached.

CERTIFICATES ISSUED DURING THE FISCAL YEAR.

The total number of pension certificates issued during the fiscal year was 311,589. There were added to the rolls during the year 222,937 new pensioners, and 2,477 pensioners who had been previously dropped from the rolls were restored, making an aggregate of 225,214 persons added to the rolls during the year. The total number of pensioners dropped from the rolls during the fiscal year for all causes was 25,306, with an aggregate annual value of \$3,918,886.96.

During the fiscal year first payments were made upon 230,232 original claims, amounting to \$37,884,288.16. There were first payments made in 65,640 increase claims allowed under the old laws, and additional claims allowed under act of June 27, 1890, amounting to \$3,832,515.05. There were first payments made in 8,340 reissue cases to correct rates and dates of commencement of pensions, amounting to \$2,718,744.87. There were first payments made in 2,251 restoration and renewal cases, amounting to \$678,619.60. Total number of first payments, 306,463, requiring an expenditure of \$45,144,167.68.

The average value of the original payments was \$164.55. The average value of original payments under the act of June 27, 1890, was \$127.19, and the average value of original payments in old law cases was \$441.14.

The aggregate annual value of the 876,068 pensions on the rolls June

30, 1892, was \$116,879,867.24 and the average annual value of each pension on the rolls at the close of the fiscal year was \$133.41.

The average annual value of each pension on the rolls under the act of June 27, 1890, was \$116.20.

The average annual value of pensions under old laws was \$144.36.

There remained at the close of the fiscal year in the hands of the Pension Agents an unexpended balance of the appropriation for pensions amounting to \$1,949,032.80 and a balance in the Treasury of \$340,681.45, being a total of \$2,289,714.25, balance unexpended of said appropriation.

There will be a deficiency in the appropriation for the payment of fees and expenses of examining surgeons for the fiscal year ended June 30, 1892, of \$305,000, and an estimate will be made for the necessary money to cover the same.

Pension certificates were issued during the five fiscal years last past as follows:

1888	113, 173
1889	145, 298
1890	151, 658
1891	250, 565
1892	311, 589

LAND WARRANTS.

During the past fiscal year there were issued 55 original and 8 duplicate military land warrants for 9,520 acres of land.

EXAMINATION AND COUNT OF THE FILES.

In October I caused an examination to be made of the files for the purpose of ascertaining definitely the condition of the work of the Bureau. This work began October 12 and was finished October 15, 1892. As a result of this examination it was ascertained that the total number of persons prosecuting original claims before this office was 449,876, and a total number of claimants of 667,556.

Number of claimants.

INVALID.

Straight claims:

Original invalid, old law	66, 980
Original invalid, act June 27, 1890	130, 807

Consolidated claims:

New law claims consolidated with old law pending claims,	40, 627
New law claims consolidated with old law rejected claims,	12, 443
New law claims consolidated with old law certificate number, not pending,	55, 279

306, 136

Deduct claims of deceased claimants which are now being prosecuted by widows,	12, 499
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Balance	293, 637
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WIDOWS.

Straight claims:

Original widow, old law.....	66, 843
Original widow, act June 27, 1890.....	63, 862
New law claims consolidated with old law pending claims.....	20, 333
New law claims consolidated with rejected old law claims.....	4, 368
New law claims consolidated with old law certificate number, not pending	833
Total	156, 239
Total number of original claimants	449, 876
Increase claims under various laws.....	217, 680
	667, 556

As a result of said examination a number of duplicate claims were found which are not included in the count.

The following table shows the number of claims pending in the Bureau of all descriptions, being a total of 788,061:

Statement of claims pending October 12, 1892.

Old war service prior to 1861 :

Invalid	1, 987
Widows	2, 298
	4, 285

Indian wars, act of July 27, 1892 :

Invalid	3, 212
Widows	2, 013
	5, 225

Services subsequent to March 4, 1861:

Original invalid	113, 325
Original widows.....	89, 414
Army nurses.....	146
	202, 885

Act of June 27, 1890:

Original invalid	130, 807
Original widows.....	65, 552
	196, 359

Additional claims to others on file, but not pensioned:

Original invalid, rejected files	12, 443
Original widows, rejected files.....	4, 368
Widows formerly pensioned, but dropped from the rolls.....	833
	17, 644

Number of claimants not on rolls..... 426, 398

Number of persons pensioned under all laws who have increase claims pending

Number of persons on rolls under old laws who have claims pending under act of June 27, 1890, for additional pensions..... 78, 471

Number of claims of widows, etc., for accrued pension of deceased pensioners 4, 552

Additional claims under act of June 27, 1890, with old law claims on file.... 60, 960

Total..... 788, 061

Of the above pending claims the number filed under the act of June 27, 1890, is..... 353, 434

There are also in the files of the Pension Office rejected claims to the number of 191, 905

It will be seen from this table that the total number of claims of all descriptions pending October 12, 1892, was 788,061, and that of that number of claims 353,434 were filed under the act of June 27, 1890.

The above claims were in the following state of forwardness in the Office:

Number allowed and in the certificate division for the preparation of certificates	7, 448
Number in the medical division for medical examination	4, 954
Number in the board of review	20, 300
Number on the completed files apparently complete	184, 796
Number of claims which require additional evidence	570, 563

The claims upon the completed files in each division are shown by classes in the following table:

Statement of the completed files October 12, 1892.

	Old war.	Middle.	Eastern.	Southern.	Western.	Total.
Original invalid	10, 036	33, 682	21, 885	7, 061	10, 905	83, 569
Original widow and dependent ..	2, 551	9, 000	8, 306	-----	5, 603	25, 460
Increase, etc	803	22, 264	20, 226	468	33, 006	75, 767
Total	13, 390	64, 946	50, 417	7, 529	48, 514	184, 796

It will be seen that there are 109,029 original cases upon the completed files and 75,767 increase cases under various laws, making a total of 184,796 cases which are apparently complete and ready for adjudication.

The cases upon the completed files are divided into three classes—original invalid claims, the claims of widows and dependents, and claims for increase of pensions—and different examiners handle the different classes of claims. Every claim upon the completed files is represented by a card upon which are entered the name of the claimant, the number of the claim, the name of the examiner to whom it is assigned, and the date of the filing of the last piece of evidence to complete the claim.

These cards are distributed in pigeonholes under the names of the examiners who have charge of the cases, and are arranged in the order of the dates of the filing of the last evidence. The completed cases, however, are kept with other claims in the proper file cases in numerical order.

When an examiner requires claims for adjudication a certain number of cards are drawn from his pigeonhole in the order of the date of their filing, and the file clerk withdraws from the files the cases represented by these cards and delivers them to the proper examiner for his action.

By this system all the claims are drawn from the files for adjudication in the order of the date of their completion. It is obvious that with more than 184,000 completed claims mixed in the file cases with over 570,000 incompleted claims, it would be practically impossible to draw them from the files for adjudication in the order of the date of their

completion without the present system or some other that would involve the same principle.

Before the adoption of the completed files system no attempt was made to keep an account of the number of completed cases pending in the Office, and until an examination was made of the files in December, 1889, for that purpose there was no information in the Office as to the number of cases ready for trial.

All cases taken up for adjudication are drawn from the completed files in the order of the date of their completion except such cases as are made special upon sworn statements setting forth that the claimant is sick and in danger of death or is unable to work and living upon charity, and it will be seen by the statement of Mr. W. H. Scudder, who has charge of the special desk, that during the fiscal year there were 7,970 cases made special.

DEPARTMENTAL EXAMINATIONS FOR PROMOTION.

Under the provision of your order of January 2, 1892, promulgating the order of the President bearing date December 4, 1891, and subsequent orders issued by you, a system of promotions has been established for the Department, based upon what is known as an "Efficiency Record," and a departmental examination under the supervision of a board of promotions. The object of this system is to secure the promotion of the clerical force to the vacancies which may from time to time occur upon competitive examinations of clerks as to their knowledge of the work of the bureau or department to which they belong and the record of efficiency made by them in their previous service.

I have rendered every possible aid to the board of promotions in getting them successfully started in their work, and I have had several conferences with the board and the heads of divisions of this Bureau with the view of securing a uniform, just, and accurate rating of the clerks in their efficiency record. This record, as you will recall, is intended to show the *punctuality, attendance, industry, aptitude, accuracy, conduct, and ability* of all the clerks of the Bureau, and the record upon these points is to constitute an important element in the rating of a clerk for promotion, the final element being the examination by the board of promotions. The efficiency record of the clerks in each division is kept in books prepared for the purpose, and this record of the clerks who take the competitive examinations is reported to the board of promotions.

Under this system there have been 658 persons examined for promotion in the various grades, and 90 persons promoted. The adoption of this system had an immediate good effect in securing greater punctuality and attendance on the part of the clerks, and for a time increased the industry of the clerical force. It also relieved the heads of divisions and the Commissioner of the responsibility of recommending promotions, and they were, therefore, relieved from the frequent importunities of

clerks for recommendations for promotion. As far as the Commissioner is concerned, he has experienced a positive satisfaction in having the responsibility of the promotions of the Bureau shifted from his shoulders to this automatic system. I have found, however, that the heads of divisions have not experienced the same relief that has come to the Commissioner.

The question now with many of the clerks is to have their efficiency record kept up to the highest notch on the books of their division, and I have found that the constant tendency is to rate many of the clerks too high. When this is done, if the faithfulness and efficiency of a clerk are called in question, the efficiency record is at once appealed to as a defense against the complaint. Besides, this excessive rating gives an unfair advantage in the contest for promotion. The examinations made by the board of promotions have, I have no doubt, been conducted with impartiality and ability, with the view of establishing a just test as to the knowledge the different clerks possessed of the organization of the Bureau, the laws it is to enforce, and the manner in which the work is conducted.

The basis for these examinations as to the organization of the Bureau and the manner of conducting the work is a pamphlet which I caused to be prepared and published, entitled "Bureau of Pensions, its Officers and their Duties." When this work first appeared it attracted but little attention in the Office, but when the competitive system of examinations was established it was immediately in great request, and I have no doubt that those clerks who possessed a very limited knowledge by experience of the workings of the Office, but who were fortunate in having a good memory, were able after a careful study of the pamphlet to stand the best examinations in regard to the general work of the Office. At all events, it has happened that a number of promotions have been made of persons who were not regarded by the chiefs of divisions as those whose judgments could be best relied upon in regard to the important business of the Office. I apprehend it will be found in all competitive examinations that memory will outrun judgment in such a race. It is to be hoped that experience will be gained in these matters so as to secure the promotion of the most deserving persons. It is hardly possible, however, that such a degree of perfection will ever be reached as to satisfy everybody.

It is to be observed that the range of duties in this Bureau is so great—extending from the mere assorting and opening of letters to the exercise of judicial discretion—that it is difficult to adjust a competitive system to the various grades of work. This system relieves the head of the Bureau and the head of the Department from the power and duty of selection in filling the most responsible clerical positions in the Bureau, namely the examiners in the adjudicating divisions and the reviewers and re-reviewers in the board of review. These clerks pass upon the legal aspect of all pension claims and should possess the very best qualifications for such important functions. I have doubted the

wisdom of abdicating the power of selection in this class of employés. My opinion is that if the present system is continued this entire body of clerks should be placed in a separate class for examinations and that clerks should not be permitted to compete for vacancies in this class who are not actually engaged in the work of adjudicating claims. The chief of the Bureau would have authority to determine the fitness of persons for work of this character and assign such persons to this duty as are known to be thoroughly competent for it, and by this means have some control of the promotions in the higher grades in the Bureau.

It is proper to invite attention in this connection to the fact that there are a few persons engaged upon work in this Bureau, notably that of translators of foreign languages, where the question of competition can not come in, and I think it highly important that these rules should be so adapted that persons occupying positions of this character can receive such promotions as they are justly entitled to upon noncompetitive examinations.

The general provisions of this system meet my hearty approval, and I have no doubt it can be improved to meet every needed requirement. There is this note to be taken, however. This whole scheme of improving the service is based exclusively upon the idea of rewarding merit; not a word appears as to reductions for demerits or the retirement of the unworthy and inefficient. I regard this as essential to secure the highest degree of efficiency in the public service. There is a certain percentage of persons who obtain appointments who are of very little value to the service, but who usually have influential friends back of them. I know of no reason why the bureaus of the Government should be made the refuge of unworthy and inefficient people.

ANSWER TO A COMPLAINT.

Complaints have reached the Office from time to time that claims filed under the act of June 27, 1890, were being taken up out of their order and allowed. I have examined a number of complaints of this character and have found in every instance that a new law claim was filed in connection with an old law claim, which had been pending for some time and which contained the necessary evidence, including the medical examination, to complete the new law claim when the declaration was filed. The obvious result was that when the new law claim was taken up in its order to make the necessary calls for its completion it was found to be complete and, of course, was given precedence for adjudication over claims filed at an earlier date, but which were not complete.

CORRESPONDENCE OF MEMBERS OF CONGRESS.

I had occasion in my last annual report to refer to the subject of the correspondence with members of Congress, and to call attention to the fact that to have replied to the numerous calls for status of

claims by members of Congress would have required the drawing from the files of all the claims to which these applications related, and if the status of claims had been furnished from day to day as these calls were received it would have seriously interfered with the adjudication of claims.

The demands of the members of Congress to have these calls answered became so earnest that in December, 1891, I determined to make an effort to answer them with a view of clearing up their books. At the end of two months I found that instead of the number of calls being reduced they were increased to 2,000 per day, and in addition to this, as I subsequently discovered, these calls operated to bring cases to the examiners' desks which were complete and ready for adjudication, and the examiners, acting under an old rule of the Bureau which required that when a claim was called up upon a Congressional slip or otherwise and was found to be complete it should be briefed and sent forward to the board of review for final action, submitted many claims for adjudication out of their regular order. As a result I soon received complaints from all parts of the country that claims were being taken up out of their order for adjudication. The heads of the adjudicating divisions were loth to believe that cases were being disposed of out of their order. It was finally suggested, however, that the call slips of members of Congress might have something to do with this condition of affairs. I therefore directed that a slip should be made in each case called up by members and briefed by examiners, and by this method soon discovered that calls for status by members of Congress and others operated to cause the allowance of claims out of their regular order.

I at once issued an order which corrected this evil. The answering of Congressional call slips, however, finally became so burdensome and interfered so seriously with the other business of the Office that I brought the whole subject to your attention and you issued the well-known order of April 19, 1892, which provides that answers to Congressional call slips for status should be made direct to claimants or to their attorneys, and only so far as the force of the Bureau would permit. This order relieved the Office of this pressure, and I beg to bear testimony to its good effect upon the business of the Bureau.

WIDOWS AND DAUGHTERS OF THE SOLDIERS OF THE REVOLUTION AND SURVIVORS OF THE WAR OF 1812.

I respectfully invite your attention to the list of 20 widows and 2 daughters of veterans of the Revolutionary war who are now borne upon the pension rolls. I also call attention to the list of 165 survivors of the war of 1812 who constitute the remnant of the pension roll of soldiers who served in that war. The names and addresses, with the ages respectively of these pensioners, are given in the tables to which I refer.

On the 30th of June, 1891, there were 284 of these survivors on the rolls; on June 30, 1892, there were only 165 remaining, almost 42 per cent of these pensioners having died in one year.

PENSIONS TO SOLDIERS AND WIDOWS OF INDIAN WARS.

Upon the passage of the act of July 27, 1892, granting pensions to surviving soldiers and widows of soldiers of the Black Hawk and other Indian wars, the necessary forms and instructions were prepared for the prosecution of this class of claims, a section was organized in the old war and navy division of this Bureau for their adjudication, and up to the 15th day of November 6,155 claims were filed under this act, classified as follows:

Survivors.....	3,484
Widows	2,671

It will be understood that these claimants must necessarily be old persons. I find that a number of them are over a hundred years of age.

Under my instructions the chief of the old war and navy division organized a section for the special consideration of this class of claims, and has been directed to exercise the greatest amount of diligence in their adjudication. It has also been ordered that these claims shall form a separate class, to be disposed of in the order of their completion without reference to other claims.

ARMY NURSES.

There have been 373 claims filed under the provisions of the act of August 5, 1892, granting pensions to army nurses. These claims will also be adjudicated in the section of the old war and navy division organized for the consideration of the claims of the soldiers and widows of the Indian wars.

REIMBURSEMENT OF THE GOVERNMENT FOR THE CARE OF DISABLED PENSIONERS IN THE GOVERNMENT HOSPITAL FOR THE INSANE.

I beg to invite attention to the recommendation contained in my last annual report for additional legislation for the protection of the interests of the Government in respect to the expenditures made for the care of disabled soldiers in the Government Hospital for the Insane. There is no well-defined authority for the reimbursement of the Government for such expenditures out of pensions which may be allowed to the insane person after years of care at the expense of the Government. It seems to me that some legislation should be had whereby the interests of the Government shall be protected.

SPECIAL EXAMINATION OF CASES.

I have to report that during the fiscal year there has been a slight increase in the work of the special examination division in the field, requiring a gradual increase in the force. The estimates made for this service for the fiscal year ending June 30, 1892, were \$215,000, and the amount appropriated was \$200,000. It now seems probable that there may be a small deficiency in this appropriation. It will not be large, however, if any, and I will take occasion to bring the subject to your attention after the convening of Congress if it be found that an additional appropriation is required.

PENSION AGENCIES.

It affords me great pleasure to bear witness to the efficiency with which the work of the several pension agencies has been conducted. The large additions to the rolls of the various agencies have greatly increased the work, and, although I had hoped to be able to secure an increase in the clerical force of the agencies, the appropriation made by Congress would not warrant this, and so the business has been carried forward with substantially the same force as during the preceding fiscal year.

As stated in my last annual report the salaries of the employés in this branch of the service are lower than in any other branch, and the hours of labor longer.

I beg to extend my sincere thanks to the eighteen pension agents and the clerical force in their respective agencies for their diligence and fidelity in the performance of their duties.

I wish to call attention to the fact that the pension agent at Pittsburg is now occupying quarters in the government building, and that the agent at Topeka has, by your authority, removed his quarters from the government building in that city to quarters in the building of Hon. S. J. Crawford, where suitable rooms were obtained, the quarters of the government building being entirely inadequate for the proper performance of his public duties.

PENSION OFFICE BUILDING.

I have the honor to renew the recommendation contained in my last annual report for an appropriation for certain repairs and improvements in the Pension Office building, and furniture and carpets to place it in a suitable condition.

It is essential for the convenient transaction of the public business that there should be an additional elevator on the north side of the building. Three thousand dollars were appropriated for this purpose two years ago, but you have been unable to secure the erection of a suitable elevator for that sum of money.

I recommend the appropriation of \$4,500 for that purpose, to include a reappropriation of the \$3,000 heretofore granted.

It will be a matter of great convenience and economy to have a coal vault built at the south side of the building, with a hoisting apparatus for the removal of ashes from the basement. The storage of the coal adds 50 cents per ton to the cost of the fuel for this building, while the ashes from the furnaces have to be handled four times in removing them from the basement. The erection of a tramway, with light trucks and a hoisting apparatus, would secure the removal of the ashes with but one handling and at considerable less expense.

The walls and columns of the court of the building, originally white, are now very much soiled by time and should be painted.

The carpets in a number of the rooms are worn and ragged and should be replaced, while considerable additional furniture is needed.

COPYING AND BINDING OF RECORDS.

I invite your attention to the fact that for several months I have had a number of clerks engaged upon the work of copying a lot of old records in the record division. The record books in that division are examined incessantly, and many of them are considerably worn, and the work of replacing the old books should be continued.

So many of the record books of the Office have required repairs that the Public Printer has found it convenient to detail a bookbinder for service in this Bureau, who has a room on the fourth floor, and together with an assistant repairs the records. There are a number of records of great value in the old War and Navy division which relate to the Revolutionary war and the war of 1812, and which need rebinding for their preservation, and I have the honor to suggest that an appropriation of \$1,000 be made for the necessary material and labor for the rebinding of these valuables records.

COMPARATIVE STATEMENT OF WORK DONE.

A better idea can be formed of the magnitude of the work performed in the Bureau of Pensions during your administration of the Department of the Interior by instituting a comparison with the work done by the previous administration.

The total number of original certificates issued from March 4, 1889, to October 31, 1892, was 520,565, and the total number of pension certificates of all classes issued during said period was 835,048, while during the period from March 4, 1885, to October 31, 1888, the number of original certificates issued was 185,769, and the total number of certificates issued during that period was 402,385, being an excess of original certificates issued during the period of your administration of 334,796, and an aggregate excess of all classes of certificates of 432,663.

The objective point of all the work in the Office is the adjudication of

claims and the issuance of certificates, and the result accomplished during your administration in this regard will, I trust, be a source of gratification to you; but to secure these results it was necessary that the work in all branches of the Office be largely increased. The medical examination of claimants was an important factor in the business. It was found that the number of the boards of examining surgeons was inadequate, and that number was increased from 400 to 1,232. This increase of boards while not increasing the cost to the Government of making examinations, was a matter of great economy and convenience to the old soldiers.

The medical examinations made from April 1, 1889, to October 31, 1892, inclusive, was 1,286,217, while for a like period—from April 1, 1885, to October 31, 1888—the number of examinations was 628,987, being an increase under your administration of 657,230.

The number of calls made upon the War Department from April 1, 1889, to October 31, 1892, were 890,602 as compared with 620,932 made from April 1, 1885, to October 31, 1888, being an increase of 269,607 during the former period.

Great economy has been observed in conducting the business of the special examination of claims in the field. During the three years preceding October 31, 1892, \$879,725.63 were expended for this service, while during the three years preceding October 31, 1888, \$1,309,454.45 were expended, being a reduction in expenditure for this branch of the service during the former period of \$429,728.82.

I beg particularly to call your attention to the comparative salary cost of issuing certificates during this administration and the preceding one. From March 4, 1885, to October 31, 1888, 402,385 certificates were issued, and the salaries of clerks and the per diem and expenses of special examiners were \$8,991,515.50, being a cost per each certificate of \$21.35.

During the period from March 4, 1889, to October 31, 1892, there were 835,048 certificates issued, and the salaries of clerks and the per diem and expenses of special examiners were \$8,799,387.92, being a cost per each certificate of \$10.41, or a reduction in the cost of issuing certificates in adjudicated claims during the latter period as compared with the former of \$10.94 per certificate. I will add further that the work of the Office was very far in arrears when this administration took charge of the Bureau of Pensions, while to-day the business is as nearly current as it can be with the great amount of work pending.

In regard to the receipt and distribution of papers, it is proper to say that there is no unnecessary delay. Papers are not allowed to accumulate but are properly disposed of upon their receipt.

The work of making calls upon the War Department, of ordering medical examinations, and of making calls upon claimants for evidence to complete their claims is substantially current. To show the immense amount of work of this description that has been done, I beg to state

that from July 1, 1891, to October 31, 1892, there were 1,918,345 calls made upon claimants for evidence to complete 1,037,130 cases, and there were also 309,746 calls made upon the War Department during the same period.

REPORTS OF DEPUTY COMMISSIONERS AND CHIEFS OF DIVISIONS.

I invite your attention to the report of Hon. Andrew Davidson, First Deputy Commissioner, together with the reports of the chief of the eastern division, southern division, and Army and Navy survivors' division, which are under the supervision of the First Deputy Commissioner.

It will be seen from the report of the chief of the Army and Navy survivors' division that in addition to the work heretofore performed by that division I have assigned to it the duty of preparing a record, on suitable cards, of each invalid pensioner, upon which will be entered the name, service, date of enlistment, age at enlistment, the disability for which pensioned, and finally the date of the death of the pensioner. The object of this work is to prepare accurate data, conveniently arranged, in reference to all the soldiers pensioned by the Government, with a statement of the nature of the disabilities for which pensioned, with the age at enlistment and the age at death, so that tables can be prepared for use by an actuary to calculate the probable loss of expectation of life by these pensioners and the probable duration of the pension roll.

It has occurred to me that here is an opportunity which no nation has ever had before of determining with a great degree of accuracy the effect that military service, with the various wounds and disabilities which result therefrom, has upon the longevity of the soldiers. The preparation of the cards containing the necessary data in the cases heretofore adjudicated will require some time, but that can be brought up in connection with the work in the new cases which is now being done.

THE APPOINTMENT OF AN ACTUARY.

I have the honor to recommend that Congress authorize the employment of a competent actuary and the appropriation of the necessary sum for his employment, to take charge of and to collate the work just spoken of now in charge of the Army and Navy survivors' division. In my opinion the labors of such an expert working out the question of the effect of army service upon the expectation of the lives of soldiers and the probable duration of the pension roll, would be a great contribution to science.

I also invite your attention to the report of the Hon. Charles P. Lincoln, Second Deputy Commissioner, with the reports of the chiefs of the western division, middle division, and the old War and Navy division, which are under the charge of the Second Deputy Commissioner.

These reports give a detailed statement of the work performed by the adjudicating divisions during the past fiscal year, and including four months of the present fiscal year. The deputy commissioners, assisted by the force detailed to their offices, have performed an immense amount of work, and I extend to them my sincere thanks for the excellent manner in which their duties have been discharged.

I also invite your attention to the report of the Chief Clerk and with it the reports of the chiefs of the mail division, record division, and of the admitted files division, all of which are under the supervision of the chief clerk. These reports will give you an insight into the magnitude of the work passing into and through the Office.

I also invite your attention to the reports of the medical referee, chief of the medical division, the chief of the board of review, the chief of the law division, the chief of the certificate division, the chief of the finance division, the chief of the special examination division, and of the Assistant Chief Clerk, chief of the appointment division.

All of the reports submitted are worthy of careful attention. They give a complete insight into the workings of this Bureau. They show that the clerical force employed in this Office have exhibited great diligence and zeal in the performance of duty, and I am constrained to believe that any one reading these reports will be satisfied that the great business of the Pension Office has been, and is now being, conducted in an orderly and systematic manner, without partiality or prejudice to any, and with due regard to the rights of claimants and of the Government.

I extend to the official force my sincere thanks for their diligence and fidelity in the performance of their official duties.

All of which is respectfully submitted.

GREEN B. RAUM,
Commissioner.

The SECRETARY OF THE INTERIOR.

REPORT OF FIRST DEPUTY COMMISSIONER.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., October 20, 1892.

SIR: I have the honor to submit herewith a statement of the work performed in the divisions of this Bureau under my supervision for the fiscal year ending June 30, 1892.

THE DIVISIONS.

Since November, 1889, the First Deputy Commissioner has had the immediate supervision of the Eastern, Southern, and the Army and Navy survivors divisions of this Bureau. The first two named are divisions for the adjudication of claims, and the latter is charged with the collection of statistics relative to survivors of the war of the rebellion and the ascertainment and recording of the post-office addresses of said survivors.

THE ADJUDICATING DIVISIONS.

The adjudicating divisions—Eastern and Southern—embrace claims arising from enlistments in the States of Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Kentucky, Louisiana, Maine, Massachusetts, Maryland, Mississippi, Missouri, New York, New Jersey, New Hampshire, North Carolina, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, the District of Columbia, and the United States colored troops.

THE WORK PERFORMED.

During the year the work performed in these divisions, under the charge of their respective chiefs, Warner Wilhite and F. H. Allen, indicates great diligence and industry on the part of those engaged in it, and the excellent quality of the same is the characteristic feature of the operations of these divisions.

During the year the adjudicating divisions have submitted to the Board of Review 196,342 claims of all classes, have made calls for evidence upon claimants or their attorneys to the number of 701,611, ordered 152,027 medical examinations, submitted for reopening 2,960 rejected claims, written and mailed 224,679 letters, and sent out 706,466 circulars.

At the beginning of the fiscal year there were pending in the files of these divisions 369,267 claims of all classes; there were received during the year 194,823, making a total of 564,090 claims. The disposition of cases during the same period amounts to 222,047, showing a gain upon the files of 27,324.

A more detailed statement of the condition of the files, the work done, the number of employes engaged, and their disposition in the various branches of the work may be found in the reports of the chiefs of divisions which accompany this report, all of which have received my careful supervision and consideration.

COMPLETED FILES.

In the drawing of claims from the completed files for submission to the Board of Review the condition is as follows:

Eastern division.—Widows up to May 15, 1892; original invalid, June 1, 1892; increase, June 15, 1892; new disabilities, January 1, 1892.

Southern division.—Widows, dependent relatives, increase, and new disability claims are practically up to date; original invalid, to July 1, 1892.

STATISTICAL WORK.

In addition to the work of the Army and Navy survivors division, referred to above, you imposed a further duty about March 1, 1892, which was to receive from the various pension agencies the reports of pensioners dropped from the rolls by death, and of filing statistical cards in each case. This requirement was supplemented by an additional duty of securing from the same source a statistical card of all living pensioners, giving their names, service, disabilities, age, etc., which will be of great value when completed and tabulated.

At this date, October 20, about 400,000 cards have been received, and 250,000 have been numerically arranged for the work of completing the information desired.

The statistical cards already written up, addresses of soldiers furnished, and the other work incident to this division are given in full in the report of Chief S. L. Taggart, which shows excellent results for the year.

SYSTEMATIC DISPOSITION OF CLAIMS.

In April last I had occasion to make a special report to you showing the manner in which the business of the divisions under my supervision was conducted, in which I bore testimony to the fact that the work was done in a prompt and careful manner; that claims were taken up for final adjudication in the order in which they were completed; that no discrimination was made in any case except where special action had been ordered by the Commissioner on testimony sufficient to warrant it, and that the operations of the divisions referred to were conducted with fidelity to the interests of both the claimant and the people. The same careful and systematic policy is continued.

DURING THE ENCAMPMENT.

In connection with the statement showing the operations of the divisions referred to, I desire to say that during the national encampment of the Grand Army of the Republic, held in September, subsequent to the close of the fiscal year, there was a very large number of claimants who sought information relative to the condition of their claims. It was impossible to draw the cases from the files at the time and impart the status of the same to the applicant, the demands being so numerous; but this condition had been anticipated by the Commissioner in the preparation of special-inquiry slips for the occasion. The name of the claimant, the number of the claim, service, and post-office address were recorded in each case, and the applicant informed that in a few weeks the information desired would be furnished him by letter. In all, over two thousand slips of this character were filled out in the office of the First Deputy Commissioner, and a large number of them have already been answered.

OPERATIONS FOR THE THREE MONTHS ENDING SEPTEMBER 30, 1892.

In compliance with your request of September 29, ultimo, I also submit supplemental reports of the chiefs of divisions, covering the operations of their divisions for the three months of the present fiscal year. During this period the output of work of the Bureau is smaller than at any other time of year because of the fact that it is the season when most of the employés avail themselves of the privilege of a vacation.

In addition, the work of the Bureau was greatly lessened during the week of the Grand Army encampment, as the files of cases of the various divisions were removed to the adjudicating rooms that the court of the building might be used by the citizens' committee of Washington in giving a reception to the delegates and in the extension of courtesies to the old veterans.

FIRST DEPUTY COMMISSIONER'S ROOM.

The work in the office of the First Deputy Commissioner has, from various causes, increased during the year, notably in the demands of members of Congress, who, since the order relative to answering calls made by them was promulgated, have given their personal attention to claims and have called them up for examination under the supervision of the Deputy Commissioner or his assistants.

During the year 28,592 cases have been called to the desk for examination by the Deputy Commissioner, members of Congress, claimants, and attorneys. Instructions to divisions as to the disposition of claims have been made in 33,540 cases. The correspondence at the Deputy Commissioner's desk is voluminous, a full record of which is kept for reference.

THE RECORDS OF EMPLOYÉS.

I desire to respectfully call the attention of the Commissioner to the remarks of the chiefs of the Eastern and Southern divisions on the question of promotions and the system of determining the efficiency and value of the employé. While no system yet adopted is perfect, and any plan would fail in giving general satisfaction, the present one, while it relieves the head of the Bureau of an onerous and perplexing duty, has not yet demonstrated that it is preferable to the old system. The great difficulty in the way of arriving at a correct and just conclusion is the

fact that it is impossible to represent the efficiency and value of an employé by figures. The principle that the most efficient and capable clerk should be rewarded is correct, yet the system to establish this fitness and efficiency is, in my judgment, susceptible of improvement.

REPORTS OF CHIEFS.

The reports of the chiefs of divisions under my jurisdiction are submitted herewith, and I respectfully refer you to them for a more complete account of the labor performed during the year and the present condition of the files under their immediate supervision.

COMMENDATION.

In closing this report I desire to bear testimony to the excellent and invaluable work rendered by the chiefs of divisions and their assistants; they have been zealous in attaining the best and largest results, and assiduous in the performance of their duties.

In the large amount of work performed under my direction in my own office I have been most efficiently aided by very competent assistants, who have my warm thanks for their intelligent and conscientious discharge of duty.

IN CONCLUSION.

In conclusion permit me to tender you my sincere acknowledgments for your kindness in all our official intercourse, for the cordial support received in the transaction of the business and the execution of the work of my office.

Very respectfully,

ANDREW DAVIDSON,
First Deputy Commissioner.

Gen. GREEN B. RAUM,
Commissioner of Pensions.

REPORT OF SECOND DEPUTY COMMISSIONER.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., November 12, 1892.

SIR: In compliance with your direction, I have the honor to submit herewith a report of the work of my office during the fiscal year ending June 30, 1892, and during the months of July, August, and September just passed.

The Western, Middle, and Old War and Navy divisions are still under my supervision and the report of the respective chiefs thereof are herewith submitted. These reports show in detail the number and disposition of the force of clerks and employés of these divisions and also the condition, kind, and quantity of work performed by them. It appears that during the fiscal year ending June 30, 1892, these three adjudicating divisions submitted to the Board of Review 267,829 cases, ordered medical examination in 243,514 cases, and prepared and mailed 991,695 circulars and letters. During the quarter ending September 30, last, they submitted to the Board of Review 46,794 cases, ordered medical examination in 33,275 cases, and prepared and mailed 170,569 circulars and letters. When it is considered how much examination of affidavits, department reports, examining surgeons' certificates, the execution of this work entails, the enormity of it can be appreciated and no other assurance of the industry and faithfulness to duty of those who are charged with this work is needed.

In my own immediate office the work performed is of a very miscellaneous character, the greater volume of it being transacted with such of the outside public, members of Congress, attorneys, claimants, etc., as call personally in the furtherance of the matters in which they are interested and of which, necessarily, from its nature, no record can be kept. The custom now in vogue of answering Congressional inquiries by a general circular has operated to increase to a great extent the number of members of Congress who personally visit the Bureau. They come and acquaint themselves with the condition of the claims of such of their constituents as apply to them, and all information which can be accorded is cheerfully furnished them.

The number of attorneys who visit the Bureau in the interests of their clients is fully up to the average, notwithstanding your order of January 4, last, which forbids the examination by them of transcripts from departmental records, certificates of examining surgeons, and confidential communications filed in pension claims. This order has rendered necessary a change in the manner of calling cases from the files of the adjudicating divisions, and attorneys are now required to give at least one day's notice in writing of the cases they desire to examine. The privilege of examining cases is still confined to Tuesdays, Wednesdays, Thursdays, and Fridays.

In the disposition and transaction of the business preferred by members of Congress, attorneys, claimants, etc., both personally and by mail, there have been dictated during the fiscal year ending June 30, last, 20,485 orders, calls for status, and directions for medical examination, a complete record of which is most carefully kept. Of these, 4,899 were responses to requests of Senators and Members of Congress, 13,054 were responses to calls of attorneys, and 2,532 were answers to inquiries of claimants. During the first quarter of the present fiscal year there were dictated 6,658 orders, calls for status, and directions for medical examination, and of these 599 were responses to requests of Senators and Members of Congress, 2,727 responses to calls of attorneys, and 332 were answers to inquiries of claimants. In addition to this many letters fully responsive to the inquiries made and fully descriptive of the claims in which they were written were prepared under my immediate supervision. During the last fiscal year there were reopened by me 8,935 cases, and reopening denied in 447 cases. During the quarter ending September 30, last, the cases in which reopening was ordered and refused were 1,462 and 65, respectively.

The only change made in the clerical force of my office since my last report has been the addition to it of one stenographer and typewriter. I have also had the assistance in the performance of messenger work of one of the members of the laboring force of the Bureau.

I desire to renew the recommendation made one year ago in regard to placing doors in the arches leading from the rooms to the court so that the employes may be protected from the cold of the winter. Since the advent of cold weather I have had not a few complaints in regard to this matter.

In conclusion I desire to express my full appreciation of the efforts of those constituting the official force under my immediate supervision and of the adjudicating divisions under my charge. I can bear full testimony to their industry, zeal, and strict attention to duty. To you, Mr. Commissioner, are due my earnest thanks for the hearty coöperation you have extended to me in the execution of my work and for the courtesy and good will you have always shown me.

Very respectfully,

CHARLES P. LINCOLN,
Deputy Commissioner.

Hon. GREEN B. RAUM,
Commissioner of Pensions.

REPORT OF CHIEF CLERK.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., October 8, 1892.

SIR: In reply to your order of 29th ult. to make report of the work of my office, for the past fiscal year and for the months of July, August, and September of this year, I beg leave to submit the following:

The greater part of the time of the chief clerk is and must be taken up with personal interviews with claimants, attorneys, clerks, and others who have business or seek information at his desk. He has charge of the distribution of the office force and the general supervision of the business and discipline of the Bureau. The amount of this work cannot be expressed in tables. The clerks employed in signing the outgoing mail that does not require personal signature are under the immediate charge of the chief clerk, and he has general supervision of the correspondence. The clerks employed in keeping record of the time taken by the employés are also in the room of the chief clerk.

The following table, A, shows by months the number of days' leave taken by employés, as reported by chiefs of divisions. Absence for parts of a day are not included in the table, though charged to the clerk. The totals of leave taken are somewhat greater than in 1891, which is due to the increase of force. The average absence was less last year than it was the year before, being 22 days' annual and 12 days' sick leave, against 24 annual and 14 sick for 1891, reckoning the time taken without pay, as on account of sickness, as was generally the case:

TABLE A.

Date.	Annual leave.	Sick leave.	Without pay.	Total.
1891.	<i>Days.</i>	<i>Days.</i>	<i>Days.</i>	<i>Days.</i>
July	5,001	1,752	242	6,995
August	10,025	1,948	520	12,493
September	5,905	1,762	864	8,531
October	4,074	1,473	724	6,271
November	3,157	1,170	464	4,791
December	5,195	1,507	382	7,084
1892.				
January	859	2,101	0	2,960
February	1,018	1,798	8	2,824
March	1,473	1,913	300	3,586
April	1,827	1,806	315	3,948
May	2,168	1,416	494	4,078
June	2,901	1,520	500	4,921
Total	43,603	20,166	4,713	68,482
July	4,432	1,845	604	6,881
August	7,312	2,245	949	10,506
September	5,275	1,582	881	7,738
Total	17,019	5,672	2,434	25,125

The chief clerk has immediate supervision of the clerks in charge of the admitted files, which include all cases that have been admitted, except Navy claims and service pension claims.

These files now occupy fourteen large rooms on the fourth floor, under the flat tin roof, and at the close of the year contained 1,125,067 cases. These are strapped in bundles now amounting to 28,495, of an average weight of 22 pounds.

Table B shows the gain last year, which is the largest known in the history of the office.

TABLE B.

Date.	Invalid.	Widow.	Total.
July 1, 1891	614,190	295,885	910,075
July 1, 1892	788,550	336,517	1,125,067
Gain in year	174,360	40,632	214,992
July, August, and September, 1892	19,299	47,314	66,613

Table C shows briefly the work of the admitted files for the past four years and its constant increase.

The number of cases drawn from the files include those of invalid pensioners applying for increase; those of deceased pensioners whose widows, or others entitled, have made claim; others called up by inquiries that require an examination of the papers to make proper reply, and thousands of others called up by claimants or their attorneys.

TABLE C.

	1889.	1890.	1891.	1892.
Cases drawn from files	357,311	415,638	472,803	491,605
Cases returned to files	274,614	280,583	347,158	373,705
Pieces evidence, etc., filed	60,290	107,816	165,193	189,844
Total *	692,215	804,037	985,154	1,055,150
July, August, and September:				
Cases drawn from files				100,337
Cases returned to files				73,736
Pieces evidence, etc., filed				32,996
Total*				207,069

* This represents all cases called for, though the case may have been out of the files.

The work of the Record, Stationery, and Mail Divisions during the past year has been practically up to date and has been creditably performed. Additional room has been provided for the Mail Division, which has afforded this division better facilities for doing its work. The immense amount and the several classes of mail received is shown by the complete table furnished by the chief of division. The stationery rooms have been enlarged, so a greater amount of blanks are therein stored, adding to the care and responsibility of the division. All requirements made upon the division have been promptly and satisfactorily met.

The work of the Record Division has been kept well in hand, although laboring under great difficulties from worn records, and their size having so far outgrown all previous calculations that the service of one regiment is necessarily carried over to several different pages and at times to other volumes. It is important to soon make provision for copying a large number of these books, not only to facilitate the current work, but to preserve indispensable records.

In distributing the office force, it has become necessary to put clerks at work in nearly all the rooms on the fourth floor. These rooms, designed for store rooms, are lighted and ventilated through skylights, and during the hot weather clerks are frequently prostrated with the heat. I think some kind of fan should be provided to mitigate the heat, which at times is found intolerable.

Four times during the past year pieces of the tile roofing have fallen into the court, where a large number of clerks are constantly employed. That no one was hurt is not a guaranty that no one will be hereafter. I would recommend that a metallic ceiling be asked for, in the interests of life as well as looks.

In conclusion, I desire to express my appreciation of the faithful and competent service of those who have been employed under my immediate observation and to say for the entire force that for intelligent and conscientious work I think this Bureau compares very favorably with any other under the Government.

Thanking you for your unfailing courtesy and support.

I remain your obedient servant,

A. W. FISHER, *Chief Clerk.*

Hon. GREEN B. RAUM, *Commissioner.*

REPORT OF ASSISTANT CHIEF CLERK.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, October 1, 1892.

SIR: I have the honor to submit herewith a report of work performed in the Appointment Division of this Bureau, which has been under my supervision for the fiscal year ended June 30, 1892, and for the quarter ending September 30, 1892. The duties assigned to it are as follows:

It has charge of all papers relating to the appointment of the entire official force of the Bureau of Pensions, including the boards of medical examiners, and all papers relating to promotions except those pertaining to examinations under the new Departmental rules which went into effect January 1, 1892. It is also charged with the preparation of the pay rolls of the Bureau, has supervision of the Superintendent of the Pension Office building and of the force of laborers for the care of the building, and such other miscellaneous work as may be assigned to it from time to time by you.

The work of this division has decreased somewhat during the last fifteen months on account of the order of the Secretary creating a board of promotions, whose duty it is to examine all applicants for promotion to the different grades, thereby relieving it of the responsibility of determining the merits of those who are eligible for promotion.

The work in connection with the boards of examining surgeons under your orders consists of preparing and keeping a record of appointments and changes in the boards located throughout the United States, the answering of all correspondence relating thereto, the briefing and filing of all communications, the supervision and keeping of a record of requisitions for books and blanks, and the issuing of roster changes to the Adjudicating Divisions of the Bureau and the numerous Auditing Divisions in other Departments.

During this time 662 examining surgeons were appointed, 93 new boards established, and 4,055 letters written in reference to the preceding mentioned work, averaging 283 per month. The Bureau now has employed 1,252 boards of examining surgeons, 311 single surgeons, and 142 eye and ear specialists, aggregating 4,209 medical examining surgeons engaged in the work of examining applicants for pension. The recommendations for the establishment of new boards and the num-

ber of single surgeons are gradually decreasing, which indicate the fact that the work has reached its maximum since the passage of the act of June 27, 1890.

The preparation of the pay rolls semimonthly for the payment of the entire force of this Bureau requires great care and accuracy, in order that the employés may be paid promptly without loss to themselves or the Government. I take pleasure in informing you that this work has been skillfully and accurately performed by the clerks in charge of the same without any unnecessary delay.

The correspondence in relation to appointments, reinstatements, dismissals, etc., with the principals and Departments is considerable and numbered 2,759 letters, which would make an aggregate of 6,814 letters written during the last fifteen months.

In addition to the foregoing work all communications are briefed and filed and can be readily reached when necessary, and a personal history of each employé of the Bureau is kept, which can be referred to at a moment's notice.

There are 2,009 employés, engaged principally in the work of adjudicating pension claims. Of this number 966 are ex Union soldiers, their widows, or relatives.

There are 24 male laborers, 5 female laborers, and 15 char women engaged in the work of keeping cleanly and in a sanitary condition this immense building, which is inadequate in view of its size and structure, and I would recommend that Congress be urged to increase this force at the earliest opportunity, and the salaries of the char women be increased to the same amount paid female laborers.

In conclusion I can not refrain from complimenting the clerks of this division for the manner in which they have performed their duties, thus enabling me to comply with any call in reference to the work to which their duties pertained.

Very respectfully,

O. P. HALLAM,
Assistant Chief Clerk.

Hon. GREEN B. RAUM,
Commissioner of Pensions.

REPORT OF LAW CLERK.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C. November 1, 1892.

Hon. GREEN B. RAUM,
Commissioner of Pensions:

In compliance with instructions contained in your letter of the 29th ultimo, I have the honor to submit the following statement relative to the character and amount of work performed by the Law Division during the fiscal year ending June 30, 1892, and for the three months of the present fiscal year ending September 30, 1892.

The Law Division is composed of three sections, A, B, and C, or more commonly known as the appeal, criminal, and fee sections.

To Section A are assigned all matters relating to appeals from the action of the Commissioner of Pensions to the Secretary of the Interior where the issue is one as to merit. In this section is kept the record of all attorneys authorized to practice before the Bureau; of officers competent to take evidence, and correspondence relative to these matters. Weekly orders are issued by this section to chiefs of divisions relative to the suspension and disbarment of attorneys and the transfer of cases from one attorney or firm of attorneys to another.

In the criminal section (B) criminal investigations and prosecutions are considered, directions being given relative to investigations of such matters. Through this section all refundments are secured in cases of fraudulent or illegal pensions and overpayments. A complete criminal docket is kept, as well as a docket for other cases considered. To this section are referred all issues submitted for opinion on questions of marriage, divorce, presumption of death, probate law, guardianship, and all general correspondence upon matters relating to the pension laws. All applications to have cases placed upon the completed files are also considered in this section.

In the fee section (C) are considered all matters relative to the recognition of attorneys and the adjustment of fees; the recovery of fees improperly paid and subsequent payment to the proper attorney through the Third Auditor of the Treasury; the reports upon all appeals to the Secretary of the Interior from the action of the Commissioner of Pensions upon issues as to recognition of attorneys and allowance of fees; correspondence relative to charges against attorneys which affect the standing of said attorneys before this Bureau, or their disbarment by reason of unprofessional or prohibited acts, and consideration of charges of malfeasance in office by magistrates.

This section also attends to the certification of evidence for the Departments and the courts.

As to the manner in which the work of this division has been performed, I can only assure you that especial care has been taken to secure the best available clerks for the work to be performed, because much of the work is of such a character as to require either a legal education, sound judgment, or unusual ability. That there have been few errors or complaints evidences the quality of the work done, and it is, day by day, harmoniously and intelligently disposed of.

Generally little work remains for consideration longer than a week after it comes into this division.

In Section A (appeal section) there is now pending, awaiting reports on appeal, 3,652 cases, and these are, as far as possible, taken in regular order. This section is now engaged in acting upon appeals called for by the Department in November, 1891.

In the fee section (C) there are at present 843 cases awaiting action, 250 letters in which calls for cases have been made, and 158 letters where no calls have been made.

In the criminal section (B) there are at present 39 cases awaiting information or evidence called for, and there are but 18 cases pending action. The average number of cases received each week is 80, and cases are generally disposed of within three days after their arrival in the section.

Work report for each section for the past fiscal year and for the first quarter of the present fiscal year:

Report for the fiscal year ended June 30, 1892.

ATTORNEYS' DESK, SECTION A.

Report of records searched and work performed relative to the status of attorneys and magistrates before this Bureau:

Attorneyship verified, including all classes of claims.....	278, 763
Circular letters sent with blank oaths of allegiance and instructions to those desiring recognition as attorneys or agents	2, 038
Certificates of qualifications and oaths received from applicants for attorneyship forwarded to the honorable Secretary of the Interior for his consideration	293
Names enrolled on roster of new attorneys empowered by the honorable Secretary of the Interior to prosecute claims before this Bureau.....	1, 082
Transfers of attorneyship.....	91
Suspensions of attorneys.....	2
Disbarments of attorneys.....	29
Prohibitions from practice before this Bureau of attorneys under section 5498, Revised Statutes.....	26
Prohibitions from practice before this Bureau of attorneys under section 5498, Revised Statutes, ceased.....	15
Restorations of attorneys to practice before this Bureau.....	9
Deaths of attorneys.....	71
Changes of address and additional address of attorneys.....	357
Papers containing charges against or relating to attorneys' jacketed names indorsed on index and placed in attorneys' files.....	405
Papers forwarded to other divisions	13, 855
Calls answered from the different divisions asking the status of magistrates.....	48, 929
Circular letters addressed to magistrates	3, 425
Certificates as to the official character of magistrates received, jacketed, and recorded.....	14, 442
Imperfect certificates as to the official character of magistrates returned for correction.....	2, 183
Blanks sent to be used by clerks of courts in certifying to the official character of magistrates	575
Notarial commissions returned	94
All letters written	1, 532

Summary of work for the three months ended September 30, 1892:

Attorneyship verified including all classes of claims.....	67, 922
Circular letters sent with blank oaths of allegiance and instructions to those desiring recognition as attorneys or agents.....	326
Certificates of qualifications and oaths received from applicants for attorneyship forwarded to the honorable Secretary of the Interior for his consideration	45

PENSIONS.

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Names enrolled on roster of new attorneys empowered by the honorable Secretary of the Interior to prosecute claims before this Bureau.....	193
Transfers of attorneyship.....	15
Suspensions of attorneys.....	0
Disbarments of attorneys.....	4
Prohibitions from practice before this Bureau of attorneys under section 5498, Revised Statutes.....	5
Prohibitions from practice before this Bureau of attorneys under section 5498, Revised Statutes, ceased.....	0
Restorations of attorneys to practice before this Bureau.....	1
Deaths of attorneys.....	19
Changes of address and additional address of attorneys.....	45
Papers containing charges against or relating to attorneys' jacketed names indorsed on index and placed in attorneys' files.....	67
Papers forwarded to other divisions.....	7,691
Calls answered from the different divisions asking the status of magistrates.....	2,406
Circular letters addressed to magistrates.....	672
Certificates as to the official character of magistrates received, jacketed, and recorded.....	3,738
Imperfect certificates as to the official character of magistrates returned for correction.....	327
Blanks sent to be used by clerks of courts in certifying to the official character of magistrates.....	96
Notarial commissions returned.....	0
All letters written.....	283

APPEAL DESK, SECTION A.

Motions for reconsideration of former departmental decisions received.....	207
Appeals on question of title received.....	4,158

Total number of appeals received.....	4,365
Reports to Secretary on pending appeals.....	3,553
The action of this Bureau was affirmed by the Secretary in cases.....	3,646
The action of this Bureau was reversed by the Secretary in cases.....	412
The action of this Bureau was modified by the Secretary in cases.....	60
Former departmental decisions reversed on motion for reconsideration....	39
Action reversed by this Bureau and claim allowed with appeal pending..	203
Referred to the Secretary with evidence to reopen the claim after the action of rejection had been affirmed on appeal.....	66
Appeals dismissed or withdrawn.....	755
Motions for reconsiderations denied.....	260
There are now pending, awaiting reports on appeal.....	3,366
Claims examined and referred to other divisions for further action.....	2,514
Pages of matter typed (five months).....	4,214
All letters sent out.....	5,680

Summary of work for the three months ended September 30, 1892:

Motions for reconsideration of former departmental decisions received.....	56
Appeals on question of title received.....	1,209

Total number of appeals received.....	1,265
Reports to the Secretary on pending appeals.....	979
The action of this Bureau was affirmed by the Secretary in cases.....	928
The action of this Bureau was reversed by the Secretary in cases.....	154
The action of this Bureau was modified by the Secretary in cases.....	15
Former departmental decisions reversed on motion for reconsideration....	2
Action reversed by this Bureau and claim allowed with appeal pending..	39
Referred to the Secretary with evidence to reopen the claim after the action of rejection had been affirmed on appeal.....	9
Appeals dismissed or withdrawn.....	82
Motions for reconsiderations denied.....	41
There are now pending, awaiting reports on appeal.....	3,652
Claims examined and referred to other divisions for further action.....	121
Pages of matter typed.....	3,104
All letters sent out.....	1,156

CRIMINAL SECTION.

Cases received in section.....	2, 736
Cases acted on, including certain cases on file at beginning of fiscal year..	3, 420
Letters written	9, 099
Circulars sent	1, 242
Completed files slips reviewed.....	292, 004

Money illegally withheld, recovered, and turned over to pensioners.....	\$9, 089. 34
Money illegally obtained, recovered, as the property of the United States.	17, 924, 52

Total.....	27, 013. 86
Of which, recovered by suit proposed by this division.....	8, 522. 46
Pension checks in fraudulent cases recovered, and submitted to U. S. Treasury for reclamation, but not heard from.....	3, 766. 67

Civil suits recommended	3
Pension claims submitted for prosecution of various parties.....	139
Arrested and bound over.....	91
Indicted.....	147
Convicted	122
Sentenced	72
Acquitted	18
Nol-prossed.....	3
Judgments in civil suits.....	3

Summary of work from July 1, 1892, to September 30, 1892, inclusive:

Cases received in the section.....	809
Cases acted on, including certain cases on file, July 1, 1892.....	1, 090
Letters written.....	2, 169
Circulars sent	819
Completed files slips reviewed	45, 592

Money illegally obtained, and recovered as the property of the United States	\$2, 211. 51
Amounts refunded, but not at present available by reason of manner of refundment (estimated).....	780. 00

Total amount refunded.....	2, 991. 51
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Civil suits recommended	1
Pension claims submitted for prosecution of various parties.....	32
Arrested and bound over.....	17
Indicted.....	11
Convicted	2
Sentenced	1
Acquitted	5
Nol-prossed	1

FEE SECTION (C).

Letters written	16, 091
Cases disposed of.....	10, 779
Cases referred to other divisions.....	4, 561
Cases pending in division June 30, 1892.....	325
Briefs amended.....	2, 675
Reports to the honorable Secretary of the Interior on appeals, attorneyship, and fees.....	640
Special examiners' reports on complaints against attorneys and others examined and disposed of	87
Attorneys recommended for disbarment.....	36
Attorneys recommended for restoration.....	4
Amount of illegal fees recovered.....	\$9, 525. 17

Incident to the reports on appeals, there were received from the honorable Secretary of the Interior:

Decisions approving action of Bureau.....	563
Decisions reversing action of Bureau.....	38
Decisions modifying action of Bureau.....	30

Summary for the quarter ending September 30, 1892.

Letters	2, 534
Cases disposed of.....	1, 725

Cases referred to other divisions.....	730
Cases pending action in this section.....	843
Briefs amended.....	572
Reports to Secretary on appeals.....	115
Attorneys recommended for disbarment.....	6
Attorneys recommended for restoration.....	2
Amount of illegal fees recovered.....	\$774.50
Decisions of Secretary approving action of Bureau.....	69
Decisions of Secretary reversing action of Bureau.....	4
Decisions of Secretary modifying action of Bureau.....	2
Number of letters on hand in which calls for cases have been made.....	250
Number of letters on hand in which calls for cases have not been made...	158
Respectfully submitted.	

M. B. BAILEY,
Law Clerk.

REPORT OF THE MEDICAL REFEREE.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., October 11, 1892.

SIR: In compliance with your request I have the honor to submit the following report of the work done in the medical division of this Bureau during the year ending June 30, 1892; and an additional tabulated report, showing the work done during the three months since the close of the last fiscal year, up to the end of September, 1892.

The work assigned to the medical division consists in determining the degree of pensionable disabilities, and of their sequences in invalid claims, and the proper rate of pension therefor; in widows' claims under acts prior to June 27, 1890, in deciding whether the cause of death was due to disabilities incurred in the service; and, in answering and determining all questions of a medical nature, and all questions pertaining to the rates of pension allowed, or to be allowed, which arise throughout the Bureau.

In addition to the above, the division is charged with ordering the medical examinations required in the following classes of cases.

- (1) All original claims rejected on medical grounds.
- (2) All increase claims rejected on medical grounds in which the expediency of ordering another medical examination is dependent on new medical evidence filed.
- (3) All cases where pensioners have been reduced or dropped on medical grounds.
- (4) Cases in which examinations are to be made at home or in a hospital.
- (5) Cases in which examinations are to be made by specialists.
- (6) Cases in which examinations are to be made by civil or foreign surgeons.
- (7) All cases in which there is a question of syphilis which has not been eliminated.
- (8) All cases of insanity.

In the above list the examinations are usually of the nature of test examinations, and the order to the examining board of surgeons is accompanied by a slip of special instructions setting forth the more exact nature of the disabilities and their sequences claimed to exist, and requiring of the board or examining surgeon a more specific inquiry into the exact nature and origin of the disability than is usually secured.

A record of all examinations ordered by the Bureau is kept in the medical division, and the orders to the claimants to appear for examination, and corresponding ones to the boards or to the surgeons to make the examination, are mailed from this division.

In turn, the certificates of examinations made, accompanied by the accounts of the surgeons, are sent at once from the mail to the medical division. The certificates are carefully examined as to their completeness, the accounts are carefully compared with the accepted certificates, and a completed record is then made in the record books, showing the date of ordering, the name and service of the claimant, the number of the claim, the board making the examination and the date it was made, and, finally, the receipt and further disposition of the certificate made in pursuance of the order; or, if the soldier failed to appear, a record of the same is made.

In carrying out this work, the force is made up of medical reviewers, medical examiners, and acting medical examiners; a section of clerks devoted to examining the surgeons' accounts; others engaged in designating boards or surgeons before whom the claimants shall be ordered; others in preparing orders; and a large force in recording the orders for examination sent out by the Bureau, and in recording

certificates as they are returned and accepted from the examining surgeons; while still others are engaged as file clerks having charge of the work and of its proper forwarding, and as messengers of the division.

The main work of the medical division comes to it through the board of review, and consists in determining the degrees of the pensionable disabilities and of their sequences found to exist in invalid claims, and of allowing the proper rate of pension therefor; and in acting upon widows' claims where the death of the soldier must be shown to be due to disabilities arising in the service, in order to entitle them to pension under acts prior to June 27, 1890.

These cases, for the purpose of forwarding the medical action to be taken, are divided by the file clerks in charge of them into several classes. Original invalid and widows' claims are separated from, and are given precedence over others in the disposal of the work. Increase, new disability, restoration, and reissue claims are classed together for disposal.

For the purpose of securing the greatest possible degree of uniformity and correctness in the actions taken, and also as a means of keeping a simple and most efficient file record of each case acted upon in the division, the following method of recording and distributing the work has been adopted:

The several classes of cases, as they are received, are first divided into ten parcels, determined by the terminal figure in the number of each claim, and these parcels are again divided into bundles of twenty-five cases each. Accompanying each of these bundles is a slip, prepared at its head for the date the cases were received in the division, and the dates respectively on which the bundle of cases is charged to an examiner, and to a reviewer. The slip is also ruled in columns and lines for twenty-five cases, a column for the number of the claim, one for the name of the claimant, and one for the disposition of the case as made by the medical examiner and approved by the reviewer. From these slips a set of record books is kept for each class of cases, in which the numbers of the claims corresponding to those on the slip are placed in columns of twenty-five. Each column is dated to correspond with the slip, and a series of numbers is used consecutively for one hundred successive slips, in which the first figure of the number is made to correspond with the last figure in the number of the series of twenty-five cases on the slip. Thus all slips and the columns in the record book in which the claim number ends with 1 are indicated at the head of the slip and at the head of the column in the record book with a number between 100 and 200; those ending with a 2 will be found in the record book numbered between 200 and 300. This series may be used until a hundred slips have been applied to as many bundles of cases, when the series of numbers is to be used over again. Since the slip and column are both given the date of the receipt of the cases in the division, this date serves to avoid any confusion from using the numbers a second time.

The slip is then attached to its bundle and the cases are placed in the file racks, to be taken up for action in the order of their being received in the division, with the exception that original and widows' claims are to be given precedence in the work.

When a bundle of cases is charged to an examiner, his name and the date upon which it is given to him are noted at the head of the slip and also at the head of the column in the record book. After taking action upon the face brief, or otherwise disposing of the claim, all the examiner need do is to enter the disposition taken in the proper column under the head of "disposition" and opposite the claimant's name and number.

This slip accompanies the bundle of twenty-five cases to a reviewer, care being taken that no reviewer shall receive two bundles in succession from the same examiner. In reviewing cases, action is taken in each claim, and the reviewer checks his concurrence with the examiner under the head of "disposition" on the slip. If he does not concur with the examiner in the disposition proposed, he is required to confer with him, and if the two can not reach a concurrent action, the case is brought to the attention of the medical referee for his advice and decision.

Thus the slip accompanying each bundle of cases becomes a record of the date of their receipt in the division, the dates of the actions taken in the division, and of the disposition made in each case. It serves the further purpose of affording a convenient means of charging the cases out of the division, and on being filed in a case where each examiner's slips are kept in one pigeonhole, it serves as a means of ready reference when a case which has been acted upon is to be traced through this division. These slips also indicate the amount of work performed by each examiner, and also by each reviewer, and the alterations under the head of "disposition" indicate the degree of correctness in the examiner's work when it is first placed on the face brief, since it shows the changes which have been made before being accepted by the reviewer.

The use of these slips has certainly been of great advantage not only in simplifying the work of the file clerks, but it has lessened the labor of keeping a record of the work done by both examiners and reviewers, since it at once furnishes a complete record of each man's work.

Probably more than any other advantage which the method secures is found in the fact that it requires every case to be acted upon in its proper turn, so that no claim, however complicated or knotty, can be placed aside or allowed to be neglected by an examiner or reviewer, since an examiner or reviewer can not get rid of his slip until each of the twenty-five cases it accompanies has been disposed of.

In addition to the above work, medical examiners write opinions in closed cases submitted from the various divisions, and prepare slips to accompany orders for test examinations.

Engaged in this work there are 48 medical examiners and acting examiners, and 22 reviewers; and an analysis of the work performed by them for the year ending June 30, 1892, shows that of the original claims submitted for final action, which includes both invalid and widows' claims, there have been 196,302 admitted, and 37,258 rejected, while 16,512 were returned to the board of review with a medical opinion, or were ordered for test examinations.

Of increase, new disability, restoration, and reissue claims thus submitted, 81,176 were admitted, 54,734 were rejected, and 9,045 were returned with opinion or ordered for test examinations, making the total number of claims received from the board of review, and thus disposed of, number 395,027. In addition to the above there were 8,621 cases submitted directly from the board of review for medical opinions, 8,427 cases submitted from the several divisions for medical opinions, and 20,539 cases submitted to this division for the ordering of test examinations with special instructions, all of which were answered or disposed of and returned. These numbers added to the above make the total number of cases disposed of by the above-mentioned force amount to 432,614, or the daily average of cases thus disposed of to number 1,395.

Of the number of claims above noted as coming from the several divisions for medical opinion there has been a large and apparently increasing number submitted through the Deputy Commissioners, and still another very large number coming through the law division, containing appeals from former actions of the Office, submitted for the personal consideration of the medical referee. While no special record of these cases has been kept, they have greatly increased the work of the medical referee and his assistants.

Concerning the above work the medical referee requires all claims on appeal submitted by direction of the Secretary of the Interior, all claims made special by the Commissioner, all claims with inquiries made by the Deputy Commissioners, all claims involving the question of rerating, all claims where the action of rejection is proposed in original invalid or widows' claims (except those under the act of June 27, 1890), all claims involving the grade rates, and all cases involving large amounts of arrears, to be brought to his room for further consideration and review by himself and his assistants.

The next important work of the division is performed by a force of thirteen acting medical examiners engaged in reviewing the certificates of the examining surgeons as they are received, with a view of determining their completeness and satisfactory preparation before being accepted and paid for.

It has been the aim of the medical referee to secure the most complete and satisfactory examination of claimants for pension that is possible. To this end a revised edition of the pamphlet of instructions was prepared and approved by the Commissioner and sent to the surgeons in the latter part of the year 1891; and while but few changes were made in the text of this edition, much emphasis was added, urging the examining boards to make thorough examinations and to report upon every existing disability, giving at the same time its actual or probable origin and the pathological relationships between the existing disabilities and such diseases or injuries as they have reason to believe existed at a prior date. It has been the aim to secure from these examinations, made at successive periods as claimants apply for increase, a complete clinical history of the invalid pensioner. This serves not only as a basis for intelligent action in accepting later sequences of his pensionable troubles, but forms a very important foundation for determining the justness of widows' claims where it is required to be shown that the disability causing death was of service origin.

It is believed that the careful work of the examiners engaged in passing upon the certificates as they are received, returning those for amendment which are found defective, has greatly improved the character of these certificates.

The extent of the work may be appreciated when it is shown that during the year ending June 30, 1892, there were received and examined 431,166 certificates; of these 413,186 were accepted on first receipt, while 17,980 were returned to the surgeons for amendment, to be accepted later, when they had been properly prepared. The daily average of certificates examined amounted to 1,391.

The force of clerks engaged in comparing and approving surgeons' accounts have passed upon 4,540 submitted by boards of surgeons, 966 by single surgeons, 1,418 by expert surgeons, 3,606 where the examinations were made at the claimants' homes, 2,358 made by civil surgeons not regularly appointed by the Bureau, and 1,081 made

by foreign surgeons; making a total of 13,969 separate accounts passed upon and approved by the division and forwarded to the finance division for final action by the Commissioner.

It is believed that the more complete instructions sent to the examining boards in the later editions of the pamphlet have not only improved the character of the certificates, but have greatly lessened the errors or neglected requirements in submitting their accounts. The work of examining these accounts requires a great amount of care, to see that all the requirements of the acts of Congress providing for the payment of the examining surgeons and the regulations of the Bureau are properly complied with. There are very few accounts relating to the last fiscal year but that have been completed by the surgeons and approved by this division.

The boards of surgeons now in the employ of the Bureau number 1,237; of single surgeons there are 311, and of those appointed as experts in diseases of the eye and ear there are 130; and it gives me great pleasure to report to you that in the correspondence had with this large number of medical men concerning their work, through the means of the Book of Instructions and circulars, through many letters of inquiry made by them and answered by this division, and letters addressed to them requesting some special work to be done, and, finally through the opportunities which have been afforded me to meet personally very many of these gentlemen at the time of their visits to Washington, there has been a general harmony of purpose, and the greatest possible desire evinced throughout to serve the Bureau faithfully both in the interests of the soldier and of the Government. There have been few exceptions indeed where these gentlemen have not done sincere and earnest work, or where they have hesitated to accept the advice or comply with the requirements of the Bureau.

The correspondence with these surgeons during the last fiscal year numbered 1,741 letters answered, and as these are often one or two page letters, even when accompanied by a printed circular, their preparation has been by no means insignificant.

There were, during the fiscal year ending June 30, 1892, a total of 476,830 orders recorded and issued to claimants, and corresponding orders issued to boards or single surgeons, directing examinations to be made. From these there were 431,166 certificates received, recorded, and sent to the respective divisions to be applied to the cases to which they belonged. Of the above orders sent out 1,829 were accompanied with special instructions for expert examinations of eyes or ears; 4,187 with special instructions for examinations at the claimants' homes; 3,494 with special instructions for examinations to be made by civil surgeons; and 1,400 to be made by foreign surgeons. From the total number thus ordered, amounting to 10,910, there were 7,506 certificates received, recorded, and sent to the proper division as above.

The force of the division is composed of the following:

One medical referee; 1 assistant medical referee; 2 qualified surgeons; 3 principal examiners; 38 medical examiners; 4 fourth-class clerks; 8 third-class clerks; 12 second-class clerks; 1 special examiner; 10 first-class clerks; 3 clerks at \$1,000; and 2 copyists at \$900, employed on medical work; and 3 clerks of class three, 10 of class two, one special examiner, 22 clerks of class one, 17 at \$1,000, and 7 at \$900, employed at clerical work; and 3 messengers at \$840, and 2 messenger boys at \$400, making the total force of the division number 150.

In conclusion, I submit herewith a tabular statement of the work done in the division for the year ending June 30, 1892, and also, in similar form, a statement of the work done during the three months ending September 30, 1892.

Tabular statement of work done in the medical division for the year ending June 30, 1892.

Claims submitted for final action from board of review.	Admitted.	Rejected.	Returned with opinion or ordered for test examination.	Total acted upon.
Original invalid and widows' claims.....	196,302	37,258	16,512	250,072
Increase, new disability, restoration, and reissue claims	81,176	54,734	9,045	144,955
Total	277,478	*91,992	25,557	395,027
Claims submitted for medical opinions from board of review.....				8,621
Claims submitted from divisions for medical opinions				8,427
Claims submitted for ordering examinations with special instructions.....				20,539
Total.....				432,614
Daily average of cases disposed of				1,395

* See note.

Surgeon's certificates examined:	
Accepted on first receipt	413, 184
Returned for amendment	17, 980
Total	431, 166
Daily average of certificates examined	1, 391

ACCOUNTS APPROVED.

Boards of examining surgeons	4, 540
Single surgeons	966
Expert	1, 418
Special, at home	3, 606
Civil	2, 358
Foreign	1, 081
Total	13, 969

The boards of examining surgeons now number	1, 237
Single surgeons	311
Expert surgeons	130
Number of letters written or answered	1, 741

Orders for medical examinations recorded and mailed.		Certificates of examinations received and recorded.	
Month.	Number.	Month.	Number.
July	40, 070	July	64, 926
August	43, 091	August	33, 039
September	54, 795	September	38, 126
October	51, 036	October	44, 622
November	45, 512	November	37, 594
December	43, 097	December	33, 906
January	39, 193	January	40, 855
February	28, 363	February	14, 871
March	35, 018	March	45, 435
April	28, 731	April	32, 656
May	28, 957	May	22, 843
June	38, 967	June	22, 293
Total	476, 830	Total	431, 166
Daily average of orders recorded	1, 538	Daily average of certificates recorded	1, 391

Number of orders for medical examinations returned by boards in which claimants failed to appear..... 40, 915

Orders issued for expert, special at home, civil, and foreign examinations.*		Certificates received from expert, special at home civil, and foreign examinations.†	
Class.	Number.	Class.	Number.
Expert	1, 829	Expert	1, 401
Special, at home	4, 187	Special, at home	3, 029
Civil	3, 494	Civil	2, 058
Foreign	1, 400	Foreign	1, 018
Total	10, 910	Total	7, 506

*Included in the above tabulation of orders recorded.

†Included in the above tabulation of certificates received and recorded.

Tabular statement of the work done in the medical division from July 1, 1892, to September 30, 1892.

Claims submitted for final action from board of review.	Admitted.	Rejected.	Returned with opinion or ordered for test examination.	Total acted upon.
Original invalid and widows' claims	24, 223	5, 414	2, 869	32, 506
Increase, new disability, restoration, and reissue claims	16, 244	10, 727	2, 094	29, 065
Total	40, 467	*16, 141	4, 963	61, 571
Claims submitted for medical opinions from board of review				2, 274
Claims submitted from divisions for medical opinions				3, 030
Claims submitted for ordering examinations with special instructions				4, 700
Total				71, 575
Number of working days				74
Daily average				967

* See note.

Surgeons' certificates examined:	
Accepted on first receipt	68, 215
Returned for amendment	2, 961
Total	71, 176
Daily average of certificates examined	962
Accounts approved from July 1, 1892, to Sept. 30, 1892:	
Boards of examining surgeons	790
Single surgeons	203

Orders for medical examinations recorded and mailed.		Certificates of examinations received and recorded.	
Month.	No.	Month.	No.
July	23, 740	July	26, 016
August	19, 471	August	17, 422
September	28, 321	September	17, 456
Total	71, 532	Total	60, 894
Daily average of orders recorded	966	Daily average of certificates recorded ..	823

Number of orders for medical examination returned by boards in which claimants failed to appear	5, 781
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Orders issued for expert, special at home, civil, and foreign examinations. *		Certificates received from expert, special at home, civil, and foreign examinations. †	
Class.	Number.	Class.	Number.
Expert	384	Expert	323
Special at home	724	Special at home	524
Civil	649	Civil	376
Foreign	203	Foreign	106
Total	1, 960	Total	1, 329

Number of letters written or answered	220
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* Included in the above tabulation of orders recorded.

† Included in the above tabulation of certificates received and recorded.

Respectfully submitted.

THOS. D. INGRAM,
Medical Referee.

HON. GREEN B. RAUM,
Commissioner of Pensions.

NOTE.—Upon making a comparison of the tabular statement for the year ending June 30, 1892, with that shown in my former report for the year ending June 30,

1891, it will be noted that there was an apparently much larger proportion of both original and increase claims rejected during the last fiscal year. In order to properly explain why the present report should show this apparent increase in the proportion of rejected claims, I deem it proper to submit the following:

In the reports for both years, the whole number of claims is made up of not only individual claims; but, where a person has two claims pending, one under the old law and one under the act of June 27, 1890, both claims are counted as original claims and as separate actions taken.

A much larger number of these additional claims was acted upon during the last fiscal year than during the one preceding, and, where it has occurred that two original claims were pending in one case, one of them, either the old law claim or the new law claim, has often been rejected because its allowance would confer no additional benefit; and as the number of cases so disposed of exceeded the number of these claims where both were admitted, this fact has largely increased the apparent percentage of rejected claims.

It is again true that, in cases where there was a claim for increase under the old law and an additional claim for original allowance under the act of June 27, 1890, the case has been treated in this division as two claims, an original and an increase claim.

It must be evident that in the adjudication of a large number of these cases, where the examination in the claim for increase was made subsequent to the filing of the claim under the act of June 27, 1890, if the claim under the new law is allowed, the claim for increase under the old law was necessarily rejected, since it would confer less benefit; and, as the number of rejections under the above conditions has been many times greater than where both claims could be admitted, this fact has served again to greatly increase the apparent proportion of rejections.

T. D. I.

REPORT OF BOARD OF REVIEW.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., October 15, 1892.

Mr. COMMISSIONER: I have the honor to submit the following report of the work of the board of review for the year ending June 30, 1892:

The total number of cases of all classes acted upon was 518,710. Action was taken in these cases as follows:

	Admitted.	Rejected.	Returned for further evidence.	Returned for other reasons.	Total.
Original claims:					
Act of June 27, 1890.....	198,265	52,024	47,655	75	298,019
Other laws.....	25,709	12,429	14,470	457	53,065
					351,084
Additional:					
Act of June 27, 1890	34,015	7,482	6,134	133	47,764
Increase:					
Other laws.....	46,421	50,965	13,033	1,691	112,110
					159,874
New disability:					
Act of June 27, 1890.....	73	30	5	.....	108
Other laws.....	5,205	2,198	241	.....	7,644
					7,752
Total	309,688	125,128	81,538	2,356	518,710

Of the above 518,710 claims examined by the board of review during the year (an average of 1,690 cases per day) 309,688 were admitted, 125,128 were rejected, and 83,894 were returned for one reason or another.

I find that of the rejected cases there were 13,989 counted as rejected where the claimant had filed a claim under the old law and also under the act of June 27, 1890. One of the claims was admitted and the other rejected, so that these 13,989 claimants

are receiving pensions, although one claim in each case was necessarily rejected. I find also that there were 3,872 cases where the claimant had filed claims under both laws, each of which was rejected. These would count as 7,744 claims, though but 3,872 claimants were involved. There were 4,048 instances where claims under both laws, covering different periods of time, were admitted.

The work of the board of review was performed by, on an average, 81 reviewers proper. There were also employed 23 re-reviewers, on an average; 16 clerks engaged in entering the rates; 21 upon the records, and 20 on the files.

This work was all subjected to the careful system employed in the board of review which has been in use for years and which is fully described in my last annual report, an extract from which is as follows:

"Cases submitted for the action of the board of review are received by the file clerks, who place them in systematic order according to date. From that point the files section notes all the whereabouts of the case in its final adjudication, whether to the reviewer, to the medical division, to the raters, to the adjudicating divisions, and so on, so that, at any moment, an account can be given.

"The chiefs of the review sections are charged with the general supervision of work in these sections. If a reviewer needs work, his chief at once notifies the chief of the board, and to such reviewer a certain number of cases are charged in the order of the date of their receipt. No one knows in advance of its review, in whose hands a case will be placed for examination. The reviewer who receives it examines the evidence and enters his findings on the brief, the wound, injury, or disease proved to have arisen in the service, the facts as to its continuance or as to an alleged sequence. This action then forms the basis of the medical action in the case.

"After the judgment of the reviewer is entered, it receives general supervision by the chief of section. All original cases for admission are again reviewed by section 1 of the board of review, which has that duty especially assigned to it. If concurrent action is reached, the legal status of the case is fixed, subject to the approval of the Commissioner.

"All claims for increase, when no additional disability has been set up, after having been once reviewed, are forwarded to the medical division, where the rate of pension is fixed, based upon the medical examination had under the pending application.

"All claims for increase in which a new disability is alleged, which are allowed, receive a second review in the board of review before being sent forward to the medical division.

"All cases rejected or to be returned to the different adjudicating divisions by reason of the insufficiency of the proof are again reviewed in the board of review by persons specially assigned to that duty.

"After the amount of fee to be paid the attorney has been duly noted in its proper place on the fee agreement by clerks designated for that purpose, the case is entered on the records and sent to the certificate division for issue of certificate.

"If a case is made special by the Commissioner, it goes to one clerk, whose records are so systematized that it is next to impossible for such a case to rest, from oversight or any cause, in the board.

"The evidence and correspondence relating to cases that are forwarded to the board, to be placed with cases pending before it, are also received by the files section and then placed with the case, or the whereabouts of the case are noted and the paper forwarded to it at once.

"If the action has been unfavorable, the case is returned to the adjudicating division whence it came, that a letter of rejection, or one pointing out the deficiencies of proof, may be written.

"It is not to be expected that a body of men acting on their honest convictions, even within the limits of the rulings and practice of the Bureau, will reach exactly uniform decisions, but the effort is constantly made to make them substantially so by the publication of the percentage of cases that each objects to, and by the decisions and instructions of the Commissioner and his chiefs."

Very respectfully,

J. R. VAN MATER,
Chief Board Review.

REPORT OF CHIEF OF EASTERN DIVISION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., October 15, 1892.

SIR: In compliance with the order of the Commissioner of Pensions, I have the honor to submit the following report of the organization and work of adjudicating claims in the eastern division, together with the character of the same.

This division has the adjudication of all classes of claims on account of service of organizations credited to the States of Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, and Delaware in the war of the rebellion.

The jackets in which cases are inclosed contain a brief history of the case on the face side of same, *i. e.*, number of claim, name and post-office address of claimant, company and regiment in which service was rendered, date of enlistment and discharge, the nature of disability for which pension is claimed, and name and post-office address of attorney in said case. A record of the nature of the testimony necessary to complete the claim is kept on the reverse side of the jacket, and on slips for that purpose to be kept inside of the case for the ready reference of parties interested in the claim.

It is the duty of examiners of this division to examine carefully all claims referred to them, to determine what testimony is required to complete the same, and to make all necessary calls upon the claimant or his attorney. It will be seen by the above that the examiners are required to enter into voluminous correspondence for the purpose of collecting the necessary testimony required, as well as the numerous calls that have to be made on the War Department to obtain such record as is absolutely necessary for the completion of each case.

The division is divided into nine adjudicating sections, the force on the work of the files constituting the tenth. Sections A and B adjudicate claims filed on account of widows and minor children and dependent mothers, fathers, and minor brothers and sisters. Sections D, G, H, I, and K are employed in the work of adjudicating original invalid claims. Section E is employed on claims for additional pension on account of new disabilities alleged in the original declaration and not proven, or in subsequent claims for increase or otherwise. Section C is what is called the miscellaneous section. This section is charged with the disposition of questions and the consideration of evidence filed after the final adjudication of claims, with a view to reopening same for the further benefit of pensioners, and the rejected cases are looked after by competent persons detailed for said work, and are also included in this section, together with clerks detailed for designating and ordering medical examinations in all cases requiring the same, and all claims for increase, reissue, and restoration of pension are likewise prepared for consideration of the board of review in this section.

The work on the files of this division is voluminous and complicated, and is performed by a sufficient force of men, in number from twenty-five to thirty-five as occasion requires, who are charged with the care and custody of all the pending claims charged to this division, together with the evidence belonging to said claims. The file clerks furnish work to the examiners as it is called for, by first drawing the claims in the order of filing and keeping them in proper place for ready reference when called for by authorized persons, after which, in filing the evidence as furnished by the claimant or his attorney, it is the duty of the file clerk to observe whether the evidence filed apparently completes the case, and if so it is his duty to put the claim on the completed files as of the date of the receipt of the last piece of evidence completing the same, after which the cases are drawn for the examiners for the purpose of briefing and submission to the board of review for final adjudication in the order in which the claims are completed.

A record of all cases handled and disposed of by the examiners is kept by a record clerk detailed for that purpose.

The correspondence of the division is all reviewed by a competent clerk, which is his especial care.

Each section in the division is presided over by a competent chief, whose duty is to review the work of the section and be responsible to the chief of the division for its efficiency.

This division has, during the fiscal year, briefed and submitted to the board of review 98,091 cases; has written 57,031 letters; sent out 372,378 circulars; has drawn from the files and handled 186,082 cases; has made 325,863 calls for evidence; issued 86,003 orders for medical examination, and submitted for reopening 1,650 rejected claims.

The following shows the condition of the files in this division: Number of claims pending June 30, 1891, 183,201; received during the year, 76,225, making a total number of claims of 259,426, less the number of claims disposed of during the year

by submission and consolidation, 111,694, leaving the number of claims pending June 30, 1892, 147,732, a clear gain to this division in the disposition of pending claims of 35,469.

While the number of clerks carried on the rolls of the division has varied from 175 to 182 during the present year, the immense amount of work done, as shown above, has been with an average number of clerks from 140 to 150, others being absent on leave and also on detail to other divisions.

In the adjudication of claims by this division the greatest care has been exercised in the examination of the proofs required by law on file with the papers, and no partiality or favoritism has been shown, either claimants or attorneys in drawing claims from the files or in the settlement of said claims.

I do not feel that I ought to close this report without expressing my gratification at the working of the completed-files system, for, in my opinion, it is fair and just to all the claimants, as well as a source of satisfaction to those having charge of the working force of the adjudicating divisions.

I also desire to speak of the efficiency record as kept in the different divisions. I believe the principle to be in the right direction and that it can be made an instrument of great good in the performance of the work, but as to the examinations for promotion as conducted and made in connection with said record before a promotion can be obtained it seems to me that great injustice is done in many instances to a large and worthy class of clerks; in fact, I find that men who are accounted the most efficient in their kinds of work and whose judgment and experience are calculated to and do make them the clerks that are most relied upon for good, prompt, and accurate work, have spent so many years in their line of work that they are unable to go before the board of promotions and pass, to the satisfaction of said board, the highest examinations. Therefore, while the figures as shown in their efficiency records is a good guide for the purpose of determining the standing of the clerk, still there are many things from which to form a basis as to what constitutes a good clerk that can not be represented by figures, and can only be explained and accounted for by the chief of the division who is put into daily contact with them, thereby enabling him to form a correct estimate upon which to judge their merits.

Before closing I desire to say in behalf of the clerks of this division that their work has always been done with cheerfulness, and the immense amount of labor performed speaks well for their industry.

And in further compliance with the order of the Hon. Commissioner of Pensions of date September 29, 1892, I have the honor to submit the following report of the work done in this division for the months of July, August, and September, 1892:

We have briefed and submitted to the board of review 15,733 cases; have written 11,233 letters; sent out 68,067 circulars; have drawn from the files and handled 40,263 cases; have made 60,470 calls for evidence; issued 20,264 orders for medical examination, and submitted for reopening 490 rejected claims.

I would also make the following statement of claims pending October 12, 1892:

Service subsequent to March 4, 1861:

Original invalid.....	25,816	
Original widow.....	19,730	
		45,546

Act of June 27, 1890:

Original invalid.....	28,549	
Original widow.....	15,898	
"Additional" invalid.....	36,220	
"Additional" widow.....	4,690	
		85,357

Claims for increase.....		40,766
Claims for accrued pension.....		2,062

Total.....	173,731
Rejected claims on file.....	29,424

Number and classes of claims on the completed files of this division at this date are as follows:

Original invalid.....	21,885
Original widows and dependents.....	8,306
Increase and additional.....	17,589
Miscellaneous.....	2,637

Total.....	50,417
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Very respectfully,

WARNER WILHITE,
Chief Eastern Division.

HON. ANDREW DAVIDSON,
First Deputy Commissioner.

REPORT OF CHIEF OF SOUTHERN DIVISION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., October 15, 1892.

SIR: I have the honor to submit the following report of the doings of the southern division for the fiscal year ending June 30, 1892.

The claims made on account of service during the war of the rebellion in military organizations organized in the States of Alabama, Arkansas, District of Columbia, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, Missouri, North Carolina, South Carolina, Tennessee, Texas, Virginia, and West Virginia, and the United States colored troops, are adjudicated in this division.

On July 1, 1891, there were:

Pending claims of all classes	186, 066
Claims received during the year.....	118, 598
Rejected claims reopened	1, 310
Total.....	305, 974

Admitted during the year.....	63, 051
Rejected by board of review.....	34, 203
Rejected by consolidation.....	11, 211
Rejected by duplication.....	1, 382
Transferred under order 178.....	506

Total disposed of 110, 353

leaving on the pending files 195,621. Of the 11,211 which were rejected by consolidation, 10,084 were original old law claims and are to all intents and purposes still pending, many of them having been called up since the claims under act of June 27, 1890, made by the same persons have been admitted. These claims may as well be considered pending claims, their rejection having been pro forma in order that the cases in the files should be properly accounted for.

OTHER WORK.

Calls for evidence during the year	375, 748
Letters written.....	167, 648
Circulars sent	334, 089
Medical examinations ordered.....	66, 024

You will notice that there are 9,555 more claims pending in the files of all classes than there were at the beginning of the year.

The order establishing the completed files system has been obeyed, and it would now seem impossible to improve upon that system, which results in rewarding the diligent and settling the claims in the order in which they are completed.

All evidence received in the division is applied to pending claims within one week after its receipt. The evidence pertaining to miscellaneous admitted claims is properly arranged, slips made, and it is applied to the cases as fast as they can be attended to. Widows', minors', and dependent claims are submitted to the board of review within two weeks after they are completed; original invalid claims, within a little less than three months after completion; new disability and increase claims, within one month after completion.

During the entire year, examinations have been ordered in all classes of claims (except claims for increase under act of June 27, 1890) within less than one month after their receipt in this division.

Owing to the large number of claims filed by and on account of persons who rendered service in local State organizations, the members of which are not pensionable under existing laws, and to the large number of "contesting widows'" claims, the percentage of rejections in this division is increased at least 40 per cent and the correspondence following the rejection of these claims necessitates double the work in the division that their admission would require.

Several thousand persons who have been pensioned under the act of June 27, 1890, have claims pending under the old law, but as they are receiving from \$6 to \$12 per month it has not been deemed proper to consider those old law claims while so many applicants were receiving nothing. I hope to be able to commence the settlement of that class of claims about January 1, 1893.

There have been as high as 161 names on the rolls of this division at one time during the year; now 148 names are borne. Owing to details made to other divi-

sions, the average working force during the year has not exceeded 140; employed as follows:

File clerks.....	25
Examiners—	
Widows, and dependent claims	29
Original invalid claims.....	47
New disability and increase.....	30
Miscellaneous and rejected.....	10
Time clerk and typewriter.....	1
Letter-reviewer	1
Acting assistant chief of division	1
Chief of division	1
Messenger and assistant messengers.....	3
Total.....	148

With very few exceptions, the force in this division has manifested a desire to excel in the quantity and quality of work performed. I have endeavored to make the ratings under the order of January 2, 1892, of the honorable Secretary of the Interior, show the facts, but find it impossible to fix the true value of some superior clerks by figures, when comparing them with others equally good at one particular kind of work on which both may be employed; the one being a superior clerk on any or all classes of work, while the other may excel in some particular branches of the work and be of little value in other places. Very many of the most efficient clerks in this division are receiving only \$900, \$1,000 or \$1,200 and, because of a lack of confidence, or for other reasons, can not state what they know when undergoing the tortures of a competitive examination; hence their chances of promotion are limited to the minimum. I should be pleased if some arrangement could be made by which this class of clerks would receive their just reward.

I have the honor, in addition to the foregoing, to report that on the 12th instant, an examination and count of the files in this division were made, which disclosed the following condition of affairs on that date:

Service subsequent to March 4, 1861:

Original invalid claims	23, 177
Original widows' claims.....	22, 368
Total.....	45, 545

Act of June 27, 1890.

Original invalid claims.....	29, 238
Original widows' claims	17, 295
Additional invalid	14, 793
Additional widows' claims	6, 458
Total.....	67, 784
Claims for increase	43, 058
Claims for accrued pension.....	389
Total claims pending.....	156, 776
Rejected claims of all classes.....	44, 750
Total.....	201, 526

At this date there are no widows' or dependent claims on the completed files, only 468 new disability and increase claims and 7,061 original invalid claims on said files.

During the three months ending September 30, 1892, 66,439 calls for evidence were made in 37,916 claims, and 10,151 orders for medical examinations were made.

All evidence received in this Bureau up to September 28, had been applied to the cases prior to October 1.

On an average, there have been less than 130 employes present during the past three and one-half months which has necessitated the employment of a large number of examiners on the files to perform the duties of file clerks and materially interfering with the regular work of adjudicating claims. In fact, there has been a steady reduction of the force in this division during the last six months, by reason of transfers, death, and resignation, without a corresponding increase by way of recruits, which has materially lessened the output of the division.

The miscellaneous work and the work on rejected claims is about eight months behind current. All claims in the widows' section to which evidence was applied prior to January 1, 1892, have been considered since that date, and the same may

be said of pending invalid claims, while many new disability claims have had evidence applied one year or more and have not yet been reached in their turn for further examination. With 17 good clerks in addition to the present force, all the work in the division may be brought up to current within twelve months from date.

Very respectfully,

F. H. ALLEN,
Chief Southern Division.

Hon. ANDREW DAVIDSON,
First Deputy Commissioner.

REPORT OF CHIEF OF MIDDLE DIVISION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, October 15, 1892.

SIR: I have the honor to submit herewith my annual report of the middle division. There are at present on the roll of this division 190 employés.

It receives for consideration and adjudication all claims arising out of service rendered in military organizations during the war of the rebellion from the States of Pennsylvania, Ohio, and Michigan.

At the beginning of the fiscal year, July 1, 1891, the whole clerical force was concentrated upon the work of making calls upon claimants for evidence necessary to complete their claims, commencing at the lowest number in each class of claims, viz, invalid, widows, and dependents, and making the proper calls in every case. During the year I have caused said calls to be repeated in cases where it was found necessary.

The force of examiners is divided into five sections, each of which is under the supervision of a section chief. As no material addition or reduction in the force of the division has been made since last year, there have been but very few changes made in the number or class of clerks constituting the different sections. Neither has there been any changes made among the chiefs of sections, they having proven themselves well qualified, from experience, to keep in line with the various laws governing the adjudication of pension claims and the methods of conducting the work of their respective sections.

The following is a summary of the work performed during the year:

Cases submitted to the board of review.

Original under act of June 27, 1890.....	66, 082
Increase under act of June 27, 1890.....	10, 409
Original under former laws	10, 857
Increase under former laws	25, 300
New disabilities, former laws.....	5, 619
Total.....	118, 267

Cases handled.

Cases in which calls were made.....	205, 823
Cases in which medical examinations were ordered.....	111, 883
Cases submitted to the board of review.....	118, 267
Total.....	435, 973

Letters and circulars sent out.

Letters and circulars in calling for evidence.....	434, 883
In issuing orders for medical examinations.....	223, 900
In miscellaneous correspondence.....	24, 900
Total.....	683, 683

	1892.			
	July.	August.	September.	Total.
Cases submitted to the board of review:				
Original under act of June 27, 1890.....	3, 715	2, 352	2, 762	8, 829
Increase additional under act of June 27, 1890	432	1, 324	3, 627	5, 383
Original under former laws.....	744	638	831	2, 213
Increase and new disabilities under former laws	1, 224	1, 939	853	4, 016
Total.....	6, 115	6, 253	8, 073	20, 440
Cases handled:				
Cases in which calls were made.....	14, 411	9, 728	10, 982	35, 121
Cases in which medical examinations were ordered.....	4, 359	2, 580	6, 787	13, 726
Cases submitted to the board of review.....	6, 115	6, 253	8, 073	20, 441
Total.....	24, 885	18, 561	25, 842	69, 288
Letters and circulars sent out:				
Letters and circulars in calling for evidence.....	29, 115	21, 252	20, 597	70, 964
In issuing orders for medical examinations.....	8, 718	5, 160	13, 574	27, 452
In miscellaneous correspondence.....	2, 482	2, 075	1, 668	6, 225
Total	40, 315	28, 487	35, 839	104, 641

MANAGEMENT OF THE FILES.

Thirty-six clerks, in charge of a chief, are employed on the files of this division. Here the claims are received, assorted, arranged numerically, and given out to examiners without delay for the purpose of making the necessary calls. Evidence upon its receipt is assorted, arranged, and applied to the proper cases.

In applying testimony a record is kept, on cards prepared for that purpose, of all cases which appear to be complete. Claims are placed upon the completed files when the testimony to complete has been received and applied in compliance with Order 149 of the Commissioner, and are drawn from the completed files according to dates of filing, as required by said order. If, upon examination, cases are found complete, they are submitted to the board of review; if not, proper calls are made and the cases returned to the pending files. Under no circumstances is Order 149 deviated from, except where cases are made special.

Present condition of the completed files, October 12, 1892.

On hand, apparently complete—

Original invalid and act June 27, 1890.....	33, 682
Original widows' and act June 27, 1890.....	9, 000
New disability and act June 27, 1890	22, 264
Total.....	64, 946

Dates reached in considering cases on completed files.

Original.....	April 15, 1892
Increase.....	May 28, 1892
New disability and increase under act of June 27, 1890.....	June 29, 1891

Dates reached in ordering medical examinations.

Invalid, original.....	July 15, 1892
Increase, old law	Aug. 1, 1892
Increase under act of June 27, 1890 (no pension under any other law) ..	Feb. 1, 1892

Cases not reached for ordering.

Invalid, original.....	1, 000
Increase, old law	1, 891
Increase, act of June 27, 1890	10, 026
Increase, already pensioned under old law	714
Total	13, 631

Pending files.

Total pending July 1, 1891:	
Invalids'	87, 442
Widows'	50, 401
Increase	79, 533
Total	217, 376

The following is a statement of claims pending October 12, 1892, as shown by examination and count of files of that date:

Service subsequent to March 4, 1861.

Original invalid	32, 380
Original widows'	15, 535
Total	47, 915

Act of June 27, 1890:	
Original invalid	36, 200
Original widows'	13, 014
Additional invalid	30, 161
Additional widows'	6, 143
Total	85, 518
Claims for increase	59, 731
Claims for accrued pension	422
Total	60, 153
Total pending	193, 586

Rejected claims in files	26, 141
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In regard to the system of promotions as now conducted, I find that it does not operate to the advantage of my best and most trustworthy clerks. I am of the opinion that each clerk should be required to make his or her own record from day to day, and an account be kept of the same by the chief of division, as is now the practice. This record, considered in connection with the quality of the work performed, should form the basis for ascertaining the standing of the clerk. All other points, as to habits, punctuality, aptitude, etc., should be covered by the recommendation of the chief of division, and this and the above-mentioned record should form the basis upon which promotions should be granted. The system now in vogue practically shuts out the file clerks, and others on miscellaneous work, for the reason that if they attend closely to their duties they have no means of finding out the requirements of the examining board. The last examination held has shown that those who reached the highest average are not the most valuable clerks.

I would be derelict in my duty if I should fail to mention the uniform courtesy and good will shown to me by the employés of this division, and it affords me pleasure to testify to the ability, industry, and interest they have manifested in the performance of their duties.

Very respectfully,

W. N. REYNOLDS,
Chief Middle Division.

Col. CHARLES P. LINCOLN,
Deputy Commissioner.

REPORT OF CHIEF OF WESTERN DIVISION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., October 3, 1892.

SIR: Complying with the order of the Commissioner of September 29, 1892, I present herewith a brief summary of the work done by this division for the fiscal year ended June 30, 1892, and for the first quarter of the present year.

During the year ended June 30, 1892, the division sent out 63,783 written letters, 197,908 circular letters, ordered 112,392 medical examinations, made calls upon the War Department in 65,522 cases, and corresponded with other Departments of the Government in 23,810 cases. In addition to this, it furnished the post-office addresses of 6,187 officers and enlisted men in 2,842 cases.

During the same period there were received in the division new claims as follows:

Original invalid:	
Acts of July 14, 1862, and March 3, 1873	2, 896
Act of June 27, 1890	25, 893
Invalid increase:	
Acts of July 14, 1862, and March 3, 1873	27, 956
Act of June 27, 1890	11, 788
Widows', original:	
Acts of July 14, 1862, and March 3, 1873	3, 288
Act of June 27, 1890	7, 019
Total	78, 840
The number of claims submitted to the board of review during the fiscal year ending June 30, 1892, was	120, 050
During the first quarter of the present fiscal year the number was	21, 278
Total	141, 328

During the year 52,524 calls from members of Congress for the status of claims pending in the division were received.

For the first quarter of the present year, which ended September 30, 1892, the division sent out 10,689 written letters, 40,981 circular letters, ordered 16,895 medical examinations, made calls upon the War Department in 8,098 cases, and corresponded with other departments of the Government in 3,298 cases. During the same period the post-office addresses of 1,819 officers and enlisted men were furnished in 714 cases.

During the same period new claims were received in the division as follows:

Original invalid:	
Acts of July 14, 1862, and March 3, 1873	325
Act of June 27, 1890	3, 235
Invalid increase:	
Acts of July 14, 1862, and March 3, 1873	1, 931
Act of June 27, 1890	1, 612
Widows', original:	
Acts of July 14, 1862, and March 3, 1873	656
Act of June 27, 1890	1, 065
Total	8, 824

and 7,111 inquiries from members of Congress as to status of claims pending in the division were also received.

An accurate statement of the number of claims by classes pending in the division can not be made, for the reason that many thousands of claims filed under the acts of July 14, 1862, and March 3, 1873, were supplemented by claims filed under the act of June 27, 1890. When the claim filed under the latter act was adjudicated and a certificate issued, the papers went in regular routine to the "admitted files." In all such cases the "old law" claims are still pending, and are not counted amongst the cases pending in the division until called up for action. A fair idea of the magnitude of the work yet to be done by this division may be formed from this statement. There are in the files 126 large file-cases, each having ten drawers of four compartments, all of which are filled with pending claims. The space thus occupied is equal to the floor space of many of the large stores in the great cities of the country.

During my connection with this division there has always been more or less trouble in applying evidence to pending claims.

The file clerks are capable and competent and always industrious, but the amount of evidence received is so voluminous as to require frequent and large details from the examining corps in order to keep this work current.

All of the work of the division is nearer to being current than ever before. Medical examinations have been ordered and calls made in all invalid original cases, under old laws, filed prior to July 15, 1892, and under the act of June 27, 1890, filed prior to the same date. In increase cases under old laws medical examinations have been ordered where the claim was filed prior to July 1, 1892. The necessary calls in the claims of widows, minors, and dependent relatives have been made in all cases filed prior to August, 1891.

Two classes of cases are in arrears, viz, those known as "new disability" cases, and increase claims filed in cases where the pensioner is in receipt of a less amount per month than the maximum prescribed by the act of June 27, 1890.

With reference to the completed files I have the honor to report that I have adopted from time to time such measures as experience showed would best accomplish the object the Commissioner had in view in the inception of such files. The clerks in charge of the completed files have been instructed that when the evidence called for in a claim has apparently been furnished, the file slip attached to the same shall be so indorsed as to show the date when the claim was completed, and all such slips arranged in chronological order in their different classes and kept in a convenient place for action. A large percentage of these claims, when finally or critically examined, are found to be far from complete, and hence oscillate between the pending and completed files for some time. This is not due to the laches of the Bureau, but almost invariably to the neglect or lack of comprehension of the claimant or his attorney. The evidence filed to complete such claims is often so voluminous that I have found it to be expedient, occasionally, to detail every available examiner in the division for from two to three days to search the pending files from beginning to end and place all claims found to be complete on the completed files. As a result of such action recently had, and by an accurate count of the completed files, the following is found:

Claims in the "completed files."

Invalid original.....	10, 905
Widows' original	5, 603
Increase.....	8, 903
New disability and miscellaneous	23, 103
	48, 514

It is proper to state in this connection that the above includes claims filed under the act of June 27, 1890, a separate count of the latter being impossible by reason of the majority of them being consolidated with claims filed under prior enactments.

Relative to the total number of claims on file in this division, I have the honor to submit the following tabulated statement, showing, in addition to their number, the character of such claims.

Statement of claims on file October 12, 1892.

Original invalid	24, 813
Original widows'	28, 293
	53, 106

Act of June 27, 1890.

Original invalid	23, 121
Original widows'	14, 167
"Additional" invalid	44, 426
Additional widows'	8, 343
	90, 057
Claims for increase	63, 220
Claims for accrued pension	555
Total	206, 938
Rejected claims in files	23, 649

The division is at present organized as it was a year ago, viz, into eight sections, but the work is differently distributed. One section has charge of the files, one section examines original invalid claims, two examine "new disability" claims, three examine widows', minors' and dependent relative claims, and one has charge of what is known as "straight increase" cases.

In concluding this report I desire to express my appreciation of the hearty manner in which the members of the division have coöperated with me in my desire to push

the work before us. They have responded readily when called upon for extraordinary efforts, and their industry and ability are only equaled by their uniform courtesy and close attention to duty.

Very respectfully,

R. A. DURNAN,
Chief Western Division.

Hon. CHARLES P. LINCOLN,
Deputy Commissioner.

REPORT OF CHIEF OF OLD WAR AND NAVY DIVISION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., October 15, 1892.

SIR: In compliance with your order of September 29, 1892, I have the honor to submit the following report of the operations of the old war and navy division for the year ending June 30, 1892, and also for the first quarter of the current year, ending September 30, 1892.

The several separate and distinct kinds of claims received and adjudicated in this division may be classified as follows:

First. Old war-pension claims, including all claims by soldiers or their widows or orphan children for disability or death due to service in Regular Army or volunteers, sea fencibles, rangers, or militia, prior to March 4, 1861, entitled under laws passed prior to July 14, 1862.

Second. Navy invalid-pension claims and claims for pensions by the widows and minor children of sailors or mariners, whether the service was rendered prior to, during, or subsequent to the late war, and claims by dependent relatives of those who have served since March 4, 1861, as well as service-pension claims under the act of March 2, 1867 (sections 4756, 4757, Revised Statutes) of those sailors or mariners who have rendered either ten or twenty years of faithful service. Also claims under act of June 27, 1890.

Third. Claims by soldiers of the regular Army, or their widows, minor children, or dependent relatives, on account of disability or death due to service rendered in or subsequent to the war of 1861, including those volunteers of the late war who were members of the Veteran Reserve Corps, Hancock's Corps, the United States regiments composed of persons from the rebel army who were enlisted in the Union Army, the Mississippi Marine Brigade, the gunboat flotilla, the ram fleet, general and staff officers of volunteers, provost marshals, and enrolling officers—in brief, members of all organizations whose officers were commissioned by the President, except such colored troops as did not belong to the regular Army; also, claims under act of June 27, 1890.

Fourth. The service-pension claims of the war of 1812, acts of February 14, 1871, and March 9, 1878. A few claims of this class are now being allowed to soldiers and their widows.

Fifth. Service-pension claims of the Mexican war, act of January 29, 1887.

Sixth. Bounty-land claims of every character. Land warrants are granted only for service rendered prior to March 3, 1855. The necessary examinations and searches to prevent the issue of duplicate warrants demand much time and careful labor.

Seventh. Claims for survivors of the Indian wars from 1832 to 1842, inclusive, under act of July 27, 1892.

Eighth. Claims for women nurses, under act of August 5, 1892.

All the records except those of the regular Army class are kept in the division, which necessitates seven complete sets of files and six complete sets of records. All jacketing, numbering, searching, recording, and notifying of claims adjudicated by this division (except for regular-Army claims) is done in this division.

At the close of the last fiscal year the force of the division consisted of 76 persons, employed as follows:

(1) One principal examiner, acting as assistant chief, who, in addition to general duties in connection with the division, has charge of old war invalid, original and increase, pension claims, Mexican war service-pension claims, war of 1812 service-pension claims, Indian war service-pension claims, military bounty-land claims, correspondence in all the classes of admitted land claims adjudicated in the division, correspondence regarding service in the war of the Revolution and Revolutionary claims, and miscellaneous correspondence relative to title to pension, bounty land, etc. This section employed 7 clerks in addition to the chief of the section.

(2) One assistant chief, who, in addition to his general duties in connection with the division, has charge of—

(a) Miscellaneous section, in which the time record of the division is kept; also a

complete record of all cases sent to the board of review and the special examination division, and of special cases, calls for service in Navy and regular Army claims under act of June 27, 1890, ordering medical examinations, typewriting, messenger service, and miscellaneous work.

(b) Files section, in which a complete file of all regular Army pending claims, invalid and widow, under general law and act of June 27, 1890; regular Army increase cases, Navy invalid and widow, pending, rejected, and admitted under all acts; Navy increase cases; old war invalid and widow, pending, rejected, and admitted; Mexican service (act January 29, 1887), survivors and widows, pending, rejected, and admitted; 1812 service-pension (acts of February 14, 1871, and March 9, 1878), survivors and widows, pending, rejected, and admitted; Indian war service-pension claims, pending, rejected, and admitted; bounty land, pending, rejected, and admitted, and scrip under all acts; Revolutionary war pensions.

(c) Record section, in which are kept the records of the Revolutionary war pensioners, 1812 pensioners, Indian war pensioners, Mexican war pensioners, old war pensioners, and Navy pensioners, and a complete record of all military bounty-land warrants and scrip certificates issued; jacketing, searching, recording, numbering, and notifying 1812, Indian war, old war, Mexican war, bounty land, and Navy claims; searching evidence, and miscellaneous work; including, in all, 28 clerks in addition to the chief of the section.

(3) One section is engaged in adjudicating invalid claims for pension on account of service in the regular Army since March 4, 1861, which arise under the general laws or laws prior to that of June 27, 1890, and gave employment to 12 clerks in addition to the chief of the section.

(4) One section is engaged in the adjudication of invalid claims for pensions on account of Navy service where title accrues under the general laws, and gave employment to 7 clerks in addition to the chief of the section.

(5) One section is engaged in the adjudication of the disability pension claims of widows and dependent relatives on account of service both in the regular Army and Navy since March 4, 1861, and both under the general laws and the act of June 27, 1890, and of the claims of all Army and Navy widows on account of service prior to March 4, 1861, and gave employment to 8 clerks in addition to the chief of the section.

(6) One section is engaged in adjudicating invalid claims on account of service in the Army and Navy during the late war, arising under the act of June 27, 1890, and gave employment to 11 clerks in addition to the chief of the section.

The various claims adjudicated in this division come under the provisions of every act relating to pensions or bounty land from the foundation of both systems up to the present day, and their adjudication necessitates careful training and much experience. The force of examiners are mostly people of long service here on this particular class of work, and I beg to reiterate the statement made in a former report, to the effect "that detailing, or transferring, such clerks necessarily cripples very much the efficiency of the force."

During the year ending June 30, 1892, there have been claims filed as follows:

Old war (all wars prior to March 4, 1861, including war of 1812 and Mexican war service pension):

Invalid, original	584
Increase	246
Widow, original	935
Accrued	544

Claims for service subsequent to March 4, 1861:

Invalid, original	2,582
Invalid, increase	3,117
Widow, original	1,004
Widow, accrued	518

Act June 27, 1890:

Invalid, original	9,961
Increase	4,617

(This includes all increase claims filed to date, no action on this class of claims, except in a very few very needy cases having yet been taken.)

Widow, original	2,573
Widow, accrued	154

Bounty land:

Originals	239
Duplicates	9

For the three months ending September 30, 1892, there have been filed—

Old war, invalid, original	167
Old war, widow	241
Old war, increase	43
Old war, accrued	103

Claims for service subsequent to March 4, 1861:

Invalid, original	696
Widow, original	257
Increase	410
Accrued	88
Act of June 27, 1890:	
Invalid, original	2,603
Widow, original	497
Accrued	51
Bounty land:	
Original	41
Duplicates	1

During the three months ending September 30, 1892, there have been filed about 3,000 survivors' claims and 1,566 widows' claims under the act of July 27, 1892, which are now being prepared for adjudication.

These claims are nearly all jacketed, and as soon as jacketed we shall commence to make the searches necessary before recording. It is proper to state that the adjudication of this class of claims will necessitate searching the "old war," "Mexican war," and "bounty land" records, and that once the searches are ended a great majority of the admissible claims will merely require identity to establish title under this act.

During the three months ending September 30, 1892, there have been 73 claims filed under act of August 5, 1892, pensioning nurses.

These claims are now being adjudicated, one having been submitted to the board of review.

During the year ending June 30, 1892, there have been 29,512 cases submitted to the board of review (of which 18,806 were admitted and 10,200 rejected.)

There have been 35,536 letters written, 142,514 circulars mailed, and medical examinations ordered in 19,239 cases.

During the three months ending September 30, 1892, 5,075 cases have been submitted to the board of review (of which 2,698 have been admitted and 1,483 rejected).

Six thousand three hundred and fifty-two letters have been written, 23,248 circulars sent out, and medical examinations ordered in 2,654 cases.

The file work of the division has been kept current during the year, and there have been few dates where the evidence filed has not been attached to the claim within forty-eight hours of its receipt in the division.

Medical examinations have been ordered in all original claims filed under general law prior to June, 1892, and in claims under act of June 27, 1890, filed prior to July, 1892.

Medical examinations under general law have been ordered in all claims for increase filed prior to April, 1892.

Bounty-land warrants have been issued during the year ending June 30, 1892, as follows:

	No.	Acres covered.
Original warrants issued, all denominations	55	8,400
Duplicate warrants issued, all denominations	8	1,120
Total	63	9,520

And during the three months ending September 30, 1892, act March 3, 1855:

	Acres war-rants.	Warrants issued.	Acres covered.
Original	160	2	320
Duplicate	160	1	160
Total		3	480

The condition of the files at this date is as follows:

Regular Army, original, invalid, oldest evidence	May 13, 1892
Regular Army, original, invalid, oldest evidence, "complete"	June 9, 1892
Regular Army, original, widow, oldest evidence	May 19, 1892
Regular Army, original, widow, oldest evidence, "complete"	Aug. 5, 1892

Navy, original, invalid, oldest evidence	Feb. 1, 1892
Navy, original, invalid, oldest evidence, "complete"	Feb. 13, 1892
Navy, original, widow, oldest evidence	June 15, 1892
Navy, original, widow, oldest evidence, "complete"	Apr. 13, 1892
Old war, invalid, original, oldest evidence	July 23, 1892
Old war, invalid, original, oldest evidence, "complete," are up to date	
Old war, widow, original, oldest evidence	Sept. 26, 1892
Old war, widow, original, oldest evidence, "complete," are up to date	
Mexican war, survivor, oldest evidence	June 17, 1892
Mexican war, survivor, oldest evidence, "complete"	July 20, 1892
Mexican war, widow, oldest evidence	June 16, 1892
Mexican war, widow, oldest evidence, "complete"	June 16, 1892
War of 1812, survivor, oldest evidence	July 19, 1892
War of 1812, survivor, oldest evidence, "complete," up to date	
War of 1812, widow, oldest evidence	July 8, 1892
War of 1812, widow, oldest evidence, "complete," up to date	
Bounty land, oldest evidence	July 8, 1892
Bounty land, oldest evidence, "complete," up to date	

The only exceptions to the above statement are a very few consolidated claims and claims transferred to this division under Order 178; and I feel compelled to say that the results from that order have more than justified all the arguments used by the chief clerk and myself when it was first under consideration.

In the adjudication of claims in this division there has never been any discrimination or favoritism as regards the claimants or their attorneys, either from the instructions I have received from yourself or the deputy commissioners or by any I have given to my subordinates.

There are now in the pending files the following claims:

	Pending.	Increase pending
Old war:		
Invalid, original	826	415
Widow, original	382	*100
War 1812, survivors	80	
War 1812, widow	289	*21
Mexican war survivors	1,081	
Mexican war widow	1,627	*385
General law:		
Regular Army invalid	4,919	3,891
Regular Army, widow	1,671	*170
Navy, invalid	2,220	1,937
Navy widow	1,140	*448
Act June 27, 1890:		
Regular Army, invalid	8,868	1,259
Regular Army, widow	2,417	
Navy, invalid	10,588	3,403
Navy, widow	2,845	
Bounty land, original	937	
Bounty land, duplicates	141	
Act July 27, 1892, invalid	3,212	
Act July 27, 1892, widow	2,013	
Act August 5, 1892 (nurses)	146	
Total	45,402	12,029

* Accrued.

There are in the files of this division 26,033 rejected claims for disability pension for the war of 1812, Indian wars, and the Mexican war; 18,702 rejected claims for pension for service in the war of 1812; 3,929 rejected claims for pension for service in the Mexican war, and 17,728 rejected claims for disability pension on account of service in the regular Army and Navy since March 4, 1861, under the general law and act of June 27, 1890. There are also 93,872 rejected applications for land warrants. Some of these will, no doubt, have evidence filed for reopening, but far the larger part can never be revived, for want of title originally, by reason of limitation of law, failure to obtain evidence, etc.

The following tables show the number of pension claims in the files of the division at the date of making the count—October 12, 1892—and also the number of such claims in the completed files.

Statement of claims on file October 12, 1892.

Old war service prior to March 4, 1861:		
Invalid	1, 987	
Widow	2, 298	
		4, 285
Indian wars—act July 27, 1892:		
Invalid	3, 212	
Widow	2, 013	
		5, 225
Service subsequent to March 4, 1861:		
Original invalid	7, 139	
Original widow	2, 811	
Original nurses	146	
		10, 096
Act June 27, 1890:		
Original invalid	13, 699	
Original widow	5, 178	
Additional invalid	5, 757	
Additional widow	84	
		24, 718
Claims for increase		10, 905
Claims for accrued pension		1, 124
Total		56, 353
Rejected claims in files		66, 392

Statement of claims in completed-files October 12, 1892.

Old war service prior to March 4, 1861:		
Invalid		27
Widow		9
Service subsequent to March 4, 1861:		
Original invalid		1, 000
Original widow		537
Act June 27, 1890:		
Invalid		9, 009
Widow		2, 005
Claims for increase		803
		13, 390

The amount of work performed and the efficient manner in which it has been done entitle the clerks of this division to the highest praise.

In conclusion, permit me to thank you most heartily for the kindness and consideration shown to me during the past year, and to express a hope that in the future your administration of this Bureau may be as successful as in the past.

Very respectfully,

C. W. FILER,
Chief Old War and Navy Division.

Hon. GREEN B. RAUM,
Commissioner of Pensions.

REPORT OF CHIEF OF SPECIAL EXAMINATION DIVISION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., July 16, 1892.

GENERAL: I have the honor to submit herewith my report of the special examination division for the fiscal year ending June 30, 1892. The organization of the division has, with a few minor changes, been continued as in former years, and claims have been received under the same conditions as formerly. The organization, briefly stated, is as follows: The territory of the United States, for convenience, is divided into five districts, and five gentlemen are detailed as supervising examiners, each having immediate charge of one of the five districts, both as to the claims to be specially examined, as well as the special examiners stationed within the boundaries of such supervisor's district. The whole is under the general supervision of the chief of the division.

The claims received in this division can practically be divided into two classes:

First. Those which on their face appear to be meritorious, but in which, through poverty, death of comrades, removal of witnesses to unknown localities, and other causes, the claimants are unable to establish their allegations to meet the requirements of the law. In a word, they have too much apparent merit to be properly rejected and yet too little proof to warrant admission.

On the recommendation of the chiefs of the adjudicating divisions, indorsed by the chief of the board of review and approved by the Commissioner or one of his deputies, such claims are sent to the field for a careful investigation to determine, by a cross-examination of the witnesses, by ascertaining the credibility of the same, by discovery of new evidence, and by exhausting all means of information bearing upon their merits, whether they may be properly allowed under the law.

Second. Those claims which appear to be fraudulent or exhibit what seems to be reasonable grounds for a suspicion of fraud. In this class are also to be found those cases in which attorneys have taken unlawful fees and those in which complaints are made by citizens that a claim has been unjustly or improperly allowed or rejected.

During the past fiscal year the work in this division has been practically current. Never before since the organization of the division has this been true, and I can not well give a satisfactory statement of the manner in which this most desirable result has been accomplished without going back into the history of the division and noting the methods employed to bring this about.

On March 1, 1885, there were in the hands of this division for special examination 15,692 cases. In the three years and four months following, up to June 30, 1888, the number awaiting special examination had increased to 17,950 cases.

On March 1, 1889, the number of cases in the division was 17,154. In the three years and four months following up to June 30, 1892, this vast accumulation was disposed of, leaving in the division June 30, 1892, only 5,967. Indeed, at one time, July 15, 1891, the number was brought down to 3,325 cases.

At the date when you assumed the office of Commissioner of Pensions there were on hand 14,357 cases. A gradual gain was taking place in the work, but too slowly to be entirely satisfactory, especially to those disabled soldiers whose claims had been for years buried in the inflated files of the special examination division. When you assigned me to the duty of superintending this division, June 18, 1890, there were on hand 10,731 cases, and the question of making the work of the division current, and at once, was under consideration. After studying the matter, I was very glad to find my views fully accorded with your own.

It was believed that by an immediate and large addition to the field force, judiciously distributed throughout the country for temporary duty, an earnest and concentrated effort could be made with a reasonable hope that the work could be brought up current, without such a weakening of the office force as would seriously interfere with the prompt adjudication of the vast accumulation of cases arising from the rapid filing of claims under the act of June 27, 1890. No time was lost in commencing the task, and the result fully justified the action. About 120 men were carefully selected from the office force and detailed for temporary duty in the field, and by August 1 the field force was increased to upwards of 340.

With this force a rapid gain was at once shown, and it soon became apparent that the effort was a success; indeed, so much a success, that an examination of the field showed the work so well in hand, that on the 24th of September, 1890, an order was issued to me, by yourself, to proceed at once to formulate a division of the country into special examination districts on a basis of only 150 men for field duty. Early in October this great reduction was commenced, and by June 1, 1891, there were left in the field 163 special examiners and 5,202 cases.

July 1, 1891, the accumulation of cases had been practically wiped out and the work made current, there remaining on hand only 3,517 cases, and I was directed to still further reduce my field force to a basis of 110 men.

The lowest point reached was July 15, 1891, viz, 3,325. During the past fiscal year this number has slowly increased, until June 30, 1892, it reached 5,967. The great number of completed cases in the office awaiting adjudication during this period seemed to make it unwise to increase the field force, even at the risk of some little accumulation. In this connection I desire to say, however, that the present volume of work is not much above what it should be to insure the rapid and economical investigation of claims. The expanse of country covered by the operations of the special examiners, the whole United States, is so wide that in my judgment, based on a careful study of this division, when the number of cases on hand falls much below 4,500 there is a corresponding increase of expense per case, and in many instances an absolute increase in the time necessary to complete a given claim. With a very few cases on hand a special examiner sometimes is obliged to travel a long distance for a single deposition, while with a fair amount of work on hand several cases may be completed in about the same time and expense.

During the last half of the fiscal year special examiners were instructed to take up

at once all cases which had been in the division more than six months, so that it is a gratifying fact that there are now no claims on hand that have been here so long as to give the claimant just cause to complain of unreasonable delay. There are, however, a limited number of cases delayed by reason of criminal investigation or prosecution, or where the claimants or witnesses have changed their addresses to unascertained localities and are held with the hope that some good may yet be done. It can be truly said that the work of this division is now current.

During the last week of the fiscal year under your direction the field force has been reorganized and increased to 130, which will no doubt be ample for all purposes for the coming year.

While I am much gratified that the work of this division has been brought up to a current condition, there is another fact to which I wish to call your attention, and which I think a matter for congratulation. The careful selection of the field force and the disposition of the accumulation of work which so long hampered the division has resulted in an immense reduction of current expenses. Going back over the two periods above referred to, it is found that from March 1, 1885, to June 30, 1888, the amount expended for per diem and traveling expenses of special examiners was \$1,485,389.79, while from March 1, 1889, to June 30, 1892, the amount expended for the same purposes was \$1,059,270.81; less amount expended during second period, \$426,118.98.

To have brought up an average of work from 17,154 cases to a current condition of less than 6,000 cases and at the same time to have reduced the expenses to the amount of over \$425,000 is something which I am sure must be very gratifying to you, and should be a subject of congratulation.

The amount appropriated for this division for the year ending June 30, 1889, was:

Amount appropriated for year ending June 30, 1889.....	\$415, 000. 00
Amount expended for year ending June 30, 1889.....	412, 374. 32
Balance	2, 625. 68
Amount appropriated for year ending June 30, 1890.....	415, 000. 00
Amount expended	389, 411. 90
Balance	25, 588. 10
Amount appropriated for year ending June 30, 1891.....	415, 000. 00
Amount expended.....	347, 599. 80
Balance	67, 400. 20
Amount appropriated for year ending June 30, 1892.....	215, 000. 00
Amount expended.....	199, 257. 21
Balance	15, 742. 79

In regard to the personnel of the present corps of special examiners, I can say that it is everything that could be desired, and the same is true of the office force. The chiefs of the various sections are thoroughly conversant with their duties, and they, as well as the clerks under their charge, are industrious, painstaking, and efficient. I wish in this connection to make mention of the work of the review section. This force carefully reviews all cases returned from the field in which the special examiner recommends a further investigation in some other section of the country. During the past year they have reviewed 11,234 cases, of which number they have overruled the recommendation of the special examiner in 1,602 instances, or 14 per cent of the number reviewed, and have submitted the same for final action, and such submission has been approved by the board of review in practically every instance. Now, since the expense attending a single report during the year has averaged \$14, this reviewing has prevented the useless expense of 1,600 reports at \$14 each, or a total of \$25,000, and as the total yearly salaries of this section has been about \$84,882, their work has saved not only the amount of their own salaries, but also the handsome sum of \$60,000.

In addition to this important work they have from time to time called the attention of the supervisors or the chief of the division to many claims concerning which there seemed to be a question as to the advisability of special examination. The chief of the board of review and myself have invariably been able to agree as to the proper disposition of all such claims. The review section has also made hundreds of calls upon the various Departments, and rendered valuable assistance in other ways.

It may be interesting to state that since this section was created, July 20, 1889, to June 30, 1892, it has reviewed 58,648 cases sent in for further examination, out of

which they have recommended final action in 6,063 instances. An additional report in these cases would have cost at least \$85,000. Their salaries for this period have amounted to about \$25,000, making a net saving, or rather preventing an unnecessary expenditure, of \$60,000. A report in detail is submitted herewith.

The file sections, which have charge of all the records of the division as well as the receiving and mailing work to the special examiners in the field, are under experienced men and the details are carefully looked after, and that branch of the work is in admirable condition.

In the selection of the chief of the accounts section I have been extremely fortunate, and the work of that section is performed with such promptness and accuracy as to merit my warmest commendation.

The supervising examiners, during the past year, have been charged with the additional duty of personally considering all letters of complaint arising in their respective districts, whether of unjustly granted pensions or unmerited rejections, too high or too low a rating, and many other matters of a like nature. In no case is a complaint allowed to go unnoticed, but the supervisor at once draws the papers in the case and after a careful consideration of the same in connection with the letter of complaint advises the action he thinks best, or makes such reply to the letter as is warranted by the facts thus obtained. As all the supervising examiners are gentlemen of long experience as reviewers or as special examiners, and fully informed in the various laws, rulings, and decisions pertaining to the adjudication of pension claims, they are always able to determine the proper course to be pursued in the premises.

Another highly important function deputed to the supervisor is the visiting the special examiners at their various stations for the purpose of advice and instruction. Too much importance can not, in my judgment, be placed upon this part of their duty. During my incumbency as chief of this division, I have not insisted on as much travel and inspection as I have desired, for the reason that the unfortunate phrasing of the law under which they are appointed results in an actual pecuniary loss to them while traveling. Notwithstanding this they have always promptly responded to my calls in this direction. If the present organization is to continue I would respectfully recommend that the law be so amended as to give them the usual per diem of a special examiner when traveling on official business.

In conclusion allow me, in this official manner, to express my entire satisfaction with the faithful manner in which the employes of this division have performed every duty imposed upon them, and to acknowledge my high appreciation of the courtesy you have extended to me and the countenance and support you have so fully given me in my endeavors to carry on the work of this division.

Very respectfully,

F. G. BUTTERFIELD,
Chief, Special Examination Division.

Hon. GREEN B. RAUM,
Commissioner of Pensions.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., July 16, 1892.

SIR: In accordance with your personal request I have the honor to submit herewith my report showing the work of the review section of the special examination division from July 20, 1889, when the section was created, to the close of the fiscal year, June 30, 1892.

During the three years the total aggregate of days employed by reviewers has been 5,579 and the total number of cases reviewed 58,648, an average of 15 per day. Final action has been taken upon 6,063 cases, or at the rate of 1.08 cases for each day employed. There have been 5,593 calls made and letters written. The average salary of all the reviewers during the entire period has been \$1,400, which would make a total cost for the days employed, including the salary of chief of section, typewriter, press copyist, etc., of about \$25,000. Taking the estimate of last year's cost of a case, namely, about \$14, the grand total is obtained of \$84,882, a saving over all salaries of about \$60,000.

Very respectfully,

F. W. MITCHELL,
Chief of Section.

Gen. F. G. BUTTERFIELD,
Chief, Special Examination Division.

Report of work of the review section of the special examination division from July 20, 1889, when section was created, to close of fiscal year, June 30, 1892.

Name.	Number of days employed.	Board of review.		Further examination.	Otherwise disposed of.	Total.	Letters.	Final action.
		Adjudicated.	Rejected.					
Marsh, W. L	845	966	83	6, 196	553	7, 798	1, 208	1, 049
Van Dusen, Charles	735½	1, 248	88	5, 370	434	7, 140	204	1, 336
Dickinson, J	492½	343	21	4, 304	433	5, 101	99	364
Wright, M. B. C	296	388	42	2, 316	238	2, 984	185	430
Chase, B. F	413	638	23	2, 984	459	4, 104	569	661
Engle, J. E	258½	279	45	1, 837	118	2, 279	232	324
Howard, Edward	163	94	16	1, 207	110	1, 427	50	110
Johnson, Manuel	375	217	49	4, 062	229	4, 557	308	266
O'Neill, J. A	325	131	26	2, 870	249	3, 276	785	157
Wooten, J. P	67	78	13	534	34	659	32	91
Walsh, L. C	313	183	35	2, 835	173	3, 226	247	218
Hayward, C. E	318	256	16	3, 629	167	4, 068	514	272
Burnett, J. M	205½	147	31	1, 739	82	1, 999	313	178
Fosnes, M. C	55½	19	21	341	-----	381	67	40
Wilson, Alex McC	26	4	2	147	3	156	4	6
Sharp, F. C	58½	18	5	426	26	475	83	23
Leslie, J. F	65	56	1	662	59	778	59	57
Miscellaneous	122	67	24	1, 191	83	1, 365	97	91
Williams, H. L	153½	156	30	1, 623	60	1, 869	318	186
Foley, William	169	47	17	1, 440	60	1, 564	92	64
Baker, F. B	122½	26	7	807	24	864	127	33
Total	5, 579	5, 361	595	46, 520	3, 594	56, 070	5, 593	5, 956
Cases called in, June 27, 1890	-----	107	-----	2, 471	-----	2, 578	-----	107
Grand total	5, 579	5, 468	595	48, 991	3, 594	58, 648	5, 593	6, 063

Average, per day, of cases submitted by each reviewer for final action, according to the number of days employed.

Name.	Days.	Final action.	Average.
Marsh, W. L	845	1, 049	1. 45
Van Dusen, Chas	735	1, 336	1. 82
Dickinson, Jos	492	364	. 74
Wright, M. B. C	296	430	1. 45
Chase, B. F	413	661	1. 36
Engle, J. E	258	324	1. 22
Howard, Edw	163	110	. 67
Johnson, Manuel	375	266	. 71
O'Neill, J. A	325	157	. 48
Wooten, J. P	67	91	1. 36
Walsh, L. C	313	218	. 70
Hayward, Chas. E	318	272	. 85
Burnett, J. M	205	178	. 86
Fosnes, M. C	55	40	. 72
Wilson, Alex. McC	26	6	. 23
Sharp, F. C	58	23	. 40
Leslie, J. F	65	57	. 87
Williams, Harry L	153	186	1. 21
Foley, W. J	169	64	. 38
Baker, F. B	122	33	. 27
Miscellaneous	122	91	. 74

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., June 30, 1892.

SIR: Please submit, at your early convenience, your report of the work of the review section for the fiscal year ending June 30, 1892, showing—

Whole number of cases reviewed.

Number submitted to board of review for admission or rejection.

Number otherwise disposed of.

Very respectfully,

F. G. BUTTERFIELD,
Chief Special Examination Division.

Mr. F. W. MITCHELL,
Chief Review Section.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., July 1, 1892.

SIR: In accordance with your instructions herewith, under date of June 30, 1892, I have the honor to submit my report of the work of the review section of the special examination division for the fiscal year ending June 30, 1892.

The list of names includes all of the reviewers who have been detailed in the section during the year, but since the reduction of the field force, November 1, 1891, the work has been well and thoroughly kept up by the present force, namely, Messrs. Marsh, Van Dusen, Dickinson, and Wright.

The special work connected with calling from the field and disposing of cases filed under the general law, when application has been made under the act of June 27, 1890, has been in charge of Maj. Wright, whose report I herewith submit.

Of the 1,602 cases submitted to the board of review for final action, but a very small number have been returned during the year to the section for any additional information.

Many of the 118 submitted for rejection were cases of death or remarriage, and none are ever so submitted until all sources of information have been exhausted whereby favorable action could be taken.

Of the 814 circulars and letters by far the greater number have been calls on the record and pension division of the War Department, necessitating a very careful study of the case, and the additional information thus obtained has in very many instances enabled the reviewer to submit the claim for final action.

Very respectfully,

F. W. MITCHELL,
Chief Review Section.

Gen. F. G. BUTTERFIELD,
Chief Special Examination Division.

Report of review section, special examination division, for year ending June 30, 1892.

Reviewers.	Number of days employed.	Board of review.		Further examination.	Other-wise disposed of.	Total.	Circulars and letters.
		Adjudicated.	Rejected.				
Marsh, W. L.	277	336	30	1,863	257	2,486	380
Van Dusen, C.	234½	420	21	1,579	215	2,235	56
Engle, J. E.	55½	32	14	314	27	387	55
Dickinson, J.	235½	178	9	2,016	233	2,436	45
Chase, B. F.	90	129	1	576	88	794	111
Howard, Edward	58	36	8	428	37	509	11
Wright, M. B. C.	230	353	35	1,813	186	2,387	156
Total.....	1,180½	1,484	118	8,589	1,043	11,234	814

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., July 1, 1892.

SIR: In compliance with your verbal instructions of yesterday, I have the honor to submit the following report:

Of the whole number of claims filed under the general law and referred to this division for special examination in the field, there have been recalled for consideration, under the act of June 27, 1890, a total of 521 claims during the fiscal year ending June 30, 1892, which were referred to the respective divisions as follows:

Southern division.....	104
Middle division.....	93
Eastern division.....	129
Western division.....	96
Old war and navy division.....	69
Law division.....	1
Board of review for admission.....	29
Total.....	521
Whole number recalled from October 7, 1890.....	2,569

Very respectfully,

M. B. C. WRIGHT.

Capt. F. W. MITCHELL,
Chief Review Section, Special Examination Division.

REPORT OF CHIEF OF FINANCE DIVISION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., September 30, 1892.

SIR: In response to your instructions, of a recent date, that I submit a report of the character of work with which the finance division is charged, together with the amount of such work transacted during the fiscal year 1892, I have the honor to submit the following statement:

BUSINESS ASSIGNED TO FINANCE DIVISION.

It has control of all appropriations for the payment of army and navy pensions, fees and expenses of examining surgeons, salaries of pension agents, clerk hire, rents, fuel, lights, and contingent expenses at the eighteen agencies for the payment of pensions.

It issues requests on the Secretary of the Interior for requisitions for all warrants on the Treasury under each of the foregoing items of appropriation, and upon all settlements made by the accounting officers of the Treasury for lost checks, refundments, and reimbursements under section 4718, Revised Statutes.

It receives and records the accounts (weekly, monthly, and annual) of the pension agents and examines and prepares for approval the expenses of the agencies upon accounts submitted monthly.

It keeps records of all disbursements for all purposes by the pension agents and of the balances of pension funds to their official credit, as well as of all other disbursements chargeable to any of said items of appropriation and of the balances of each in the Treasury of the United States.

It keeps the pension agents supplied with all necessary funds for payments under each item of appropriation before recited, as well as with all records, pension vouchers, blank checks, and other blanks needed for their official use, as well as all necessary stationery.

It is charged with the examination and preparation for approval of all official bonds of pension agents, and of all leases for quarters for pension agencies, and with all correspondence relative to the qualification and duties of said agents.

It receives and records monthly reports from each of the eighteen pension agents, showing the additions and losses to their rolls in each class of pensioners.

It is charged with the duty of depositing in the Treasury of the United States all moneys illegally paid out of pension funds and recovered through the special examination division and referred to this division for that purpose, as well as with the essential correspondence with the Secretary of the Treasury in explanation of the said recoveries, in order that they may be covered into the Treasury to the credit of the proper appropriation, and also in collating the necessary data for certain tables in the Commissioner's annual report and in the preparation in proper form of said tables.

It is charged with the duty of reviewing the correctness of the amounts found due to examining surgeons for pensions, and of preparing their accounts for payment by the United States pension agent in this city.

It is charged with the duty of explaining to the proper pension agents the money value of all allowances covering periods for which pension was previously allowed, the cases in point being described as "reissues."

It is charged with the duty of considering all claims of legal representatives under the act of March 1, 1889, to the accrued pension due to deceased pensioners who leave no widows and no minor children.

It conducts all correspondence with pension agents and accounting officers of the Treasury in explanation of the official action of this Bureau; in the acceptance or rejection for payment of vouchers submitted by the agents to this Bureau for consideration; with regard to complaints from pensioners and others relative to delays on the part of pension agents in the payment of pensions; also with pensioners and others relative to title to pension under any of the acts hereinbefore referred to.

It is charged with the duty of computing from statistical cards the amounts due as first payments on, and the additional monthly cost of, all classes of cases issued by this Bureau, and of preparing daily, weekly, monthly, and annual tabulations of the results of these computations.

It is charged with the duty of conducting the essential correspondence with the pension agents and with the accounting officers of the Treasury in connection with the suspension and resumption of all payments of pension, and the dropping from the roll of the names of all pensioners whose title to pension has terminated.

Amount of regular routine work performed by the finance division from July 1, 1891, to June 30, 1892.

Pension requisitions	802
Notices to agents of requisitions.....	302
Pay requisitions.....	7, 832
Refundment requisitions.....	624
Instructions in reissue cases	1, 827
Arrears allowances	15
Cases dropped	1, 037
Cases suspended.....	590
Cases reduced	385
Cases resumed.....	81
Letters written.....	17, 152
Statistical cards computed and tabulated	308, 989
Tabular statements furnished.....	1, 736
Allowances under act March 1, 1889	21
Amount of checks sent to the Treasury.....	\$18, 020. 27
Examinations made by the United States examining surgeons reviewed and completed for payment	543, 400

There has been a decided increase in the general business of the office resulting from the changes in legislation and the largely increased number of pensioners on the rolls of the eighteen agents for the payment of pensions. The correspondence of the division has been supplemented accordingly, imposing unusual labor upon the clerical force and necessitating unavoidable delays in the transaction of routine business.

It, however, gives me pleasure to recognize the hearty coöperation and constant attention which have generally characterized the labors of the clerical force, and to refer to the results of the past year as evidence of the efficiency and skill with which those services have been rendered. A degree of promptitude has been attained, in answering correspondence and such other routine business which has arisen from time to time, which practically makes the work current at the close of each day. The daily discharge of duty by each person has been in itself a competitive examination, and I feel justified in the belief that at no former period was the work of this division greater in amount or more perfect in character.

The operations of the efficiency record, so far as my division is concerned, have been highly satisfactory. There is an increased and imperative demand for accuracy and efficiency in the manner in which the public work is performed, and the logical result so far has been to inspire the clerical force to a higher appreciation of the responsibilities which the public service imposes.

Very respectfully submitted,

W. B. SHAW,
Chief Finance Division

Hon. GREEN B. RAUM,
Commissioner of Pensions.

REPORT OF CHIEF OF RECORD DIVISION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., October 16, 1892.

SIR: The important work intrusted to the keeping of this division has been systematized under the supervision of the present chief, and is now conducted according to your arrangement or classification of work done by the five adjudicating divisions of this Bureau.

I have the honor to submit, for your consideration, the following report relative to the work performed in the record division during the fiscal year ending June 30, 1892:

Classification of work.	Invalid, old law.	Widow, old law.	Invalid, new law.	Widow, new law.	Total.
Claims searched.....	107,386	15,660	212,821	60,390	396,257
Services verified.....	17,254	15,660	175,864	35,195	243,973
Claims jacketed.....	17,254	15,660	125,879	29,906	188,699
Claims jacketed (additional).....			49,985	5,289	55,274
Increase claims jacketed.....	90,132		36,957		127,089
Jackets reviewed.....	17,254	15,660	175,864	35,195	243,973
Claims numbered.....	17,254	15,660	125,879	29,906	188,699
Numbers recorded, index books.....	17,254	15,660	125,878	29,906	188,699
Slips made in original cases.....	17,254	15,660	125,878	29,906	188,699
Claims recorded, new record.....	17,254	15,660	125,879	29,906	188,699
Claims recorded, combination books.....	17,254	15,660	125,879	29,906	188,699
Certificate numbers recorded in combination book.....					176,760
Certificate numbers recorded in State records.....					176,760
Full records made in certificate books.....					176,760
Mexican war cases recorded.....					760
Corrections made in records.....					62,405
Evidence and letters briefed for search.....					258,020
Evidence and letters searched.....					258,020
Miscellaneous specials searched.....					103,958
Congressional inquiries searched.....					77,258
Calls upon claimants and attorneys for data to identify.....					37,514
Telephone calls from Commissioner and divisions.....					27,518
Cases (original and increase) notified.....					396,248
Making new records from slip combination books.....					352,000
Certificates of disability for discharge received.....					651
Certificates of disability for discharge issued.....					9,619
Reports removing charge of desertion received.....					914
Reports removing charge of desertion issued.....					2,295
Medical surveys received.....					315
Medical surveys issued.....					187
Certificates of death received.....					105
Certificates of death issued.....					64
Total number of pieces for the year.....					4,316,889

The average number of pieces handled per working day during the year was 14,094.

The number of clerks employed in the division, on an average, during the year, was 145.

There were 4,313 days used in annual leave, 2,179 days of sickness, and 523 days absence without pay.

During the year there were 37,653 actual days work performed in the division.

Total number of army claims filed, jacketed, recorded, notified, and sent to the adjudicating divisions during the first six months of the year 1892.

	Eastern division.	Middle division.	Western division.	Southern division.	Old War and Navy division.	Total.
Under acts July 14, 1862, and March 3, 1873:						
Invalids, original.....	1,705	1,752	1,864	1,858	995	8,174
Widows, etc., original.....	1,638	1,807	1,830	2,062	348	7,085
Under act June 27, 1890:						
Invalids, original.....	10,405	10,395	9,968	10,140	1,493	42,401
Widows, etc., original.....	3,629	3,423	3,421	3,726	471	14,670
Invalids, old law, pending.....	2,607	2,643	2,738	2,524	367	10,879
Widows, old law, pending.....	715	718	793	730	74	3,030
Invalids, certificates issued, additional....	5,182	5,477	5,243	1,698	521	18,211
Widows, certificates issued, additional....	187	228	196	172	22	805
Total.....	26,068	26,443	26,053	22,910	4,291	105,765

This system of classifying the work and keeping record of the same has been in vogue only since January 1, 1892.

Increase claims jacketed and sent to adjudicating divisions from January 1, 1892, to June 30, 1892.

Increase, old law.....	52,916
Increase, new law.....	26,549
Total.....	79,465

Total number of claims filed, jacketed, recorded, notified, and sent to the adjudicating divisions from July 1, 1892, to September 30, 1892.

	Eastern division.	Middle division.	Western division.	Southern division.	Old War and Navy division.	Total.
Under acts of July 14, 1862, and March 3, 1873:						
Invalid, original.....	460	504	537	561	485	2,547
Widows, original.....	486	586	665	676	162	2,575
Under act of June 27, 1890:						
Invalid, original.....	3,494	3,183	2,821	2,894	690	13,082
Widows, etc., original.....	1,139	1,023	1,001	1,317	248	4,718
Invalid, old laws, pending.....	742	764	671	529	143	2,849
Widows, old laws, pending.....	197	280	238	170	32	917
Invalid certificates, issued as additional.....	1,812	1,955	1,971	561	168	6,467
Widows, certificates issued, additional.....	12	14	7	15	3	51
Total.....	8,342	8,309	7,911	6,723	1,931	33,216

Increase claims jacketed and sent to adjudicating divisions from July 1, 1892, to September 30, 1892.

	Eastern division.	Middle division.	Western division.	Southern division.	Old War and Navy division.	Total.
Increase, old laws.....	2,791	4,213	3,816	2,724	462	14,006
Increase, act June 27, 1890.....	2,558	3,940	3,842	3,492	362	14,194
Total.....	5,349	8,153	7,658	6,216	824	28,200

The number of people employed in this division at this time is 124.

In my opinion, there has never been a time in the history of the division when there was more perfect harmony in the working force. All the clerks perform the work assigned them with perfect good will, and apparently with a determined object of bettering the standard of the public service, if possible.

Prior to January, 1892, it had been the practice, since the organization of the record division, to distribute the work indiscriminately amongst the entire clerical force, without regard to economy of time, efficiency, or accuracy. The present arrangement and classification of the work of this division, to accord with the arrangement and classification of work done in the several adjudicating divisions, has greatly improved the system and efficiency of the record division, and in conclusion I desire to commend the clerical force over which I have present supervision, for their good work.

E. J. TOTTEN,
Chief of Record Division.

Gen. GREEN B. RAUM,
Commissioner.

REPORT OF CHIEF OF CERTIFICATE DIVISION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., October 4, 1892.

SIR: I have the honor to submit herewith a report of the operations of the certificate division in the fiscal year ending June 30, 1892:

DUTIES OF THE DIVISION.

This division is charged with the issuing of pension certificates and the accompanying papers, keeping a complete record of all issues, showing, under the proper number the name, service, rate, commencement, termination (if any), disability, date of issue, etc., in each case, and mailing the completed papers to the proper agencies for payment, and reports of allowances to the Third Auditor of the Treasury in Army cases and to the Fourth Auditor in Navy issues.

This division also directs transfers of pensioners' names from one agency to another, when requested, upon change of residence; issues permits for the execution of vouchers in the absence of certificates; adjudicates claims for lost certificates; furnishes daily reports to the press (through the chief clerk) of issues; returns discharge certificates filed with claims, when applied for; and conducts the correspondence necessary with its business as above outlined.

ROUTINE OF THE WORK.

Claims received from the board of review for issue are entered upon the proper record book, a number given each (if an original case), which it always retains, and the papers then go to the certificate section, where the pension certificates and the orders to the pension agent to inscribe the names of the persons on the rolls, known in office parlance as "orders to inscribe," are prepared in accordance with the approved brief. After careful reviewal the certificates, with the briefs of the cases, are sent to the Commissioner's room for inspection, signature, and transmittal to the Secretary of the Interior for his signature and the Department seal.

During the year this section prepared 312,546 certificates and an equal number of orders to inscribe—625,092 separate papers, being an average of over 1,000 certificates for each working day in the year.

When certificates are sent to the Commissioner's room the orders to inscribe are forwarded to the jacket section, where admitted jackets (or wrappers) and slips showing the issues for the files of the adjudicating division that admitted the claims are prepared. The work of this section for the year comprised 222,937 original and 29,000 reissue jackets, and 305,256 file slips.

The papers are then taken to the notice section, where full reports of each issue are made for the proper accounting officers of the Treasury and the recognized attorneys in the claim; also, fee orders and notices of allowance to the claimants. The number of separate papers prepared by this section during the year amounted to 1,169,472.

All the papers are finally collected in the mailing section, where they are distributed to their proper certificates—received meanwhile from the Secretary's office—arranged by pension agencies, and mailed. The records are then completed from the cases.

The statistics section fills the card slips received with each case by inserting certificate numbers, rates, and dates of commencement.

A record of special-act cases and of issues under the act of June 27, 1890, is also kept by this section.

The press section prepares a daily report of issues, by names and State residences, from which typewritten lists are made for the press. The lists thus furnished have averaged 275 per diem, some including the residents of a single State, others embracing several States, and a number comprising the entire daily issues.

MISCELLANEOUS.

Aside from the issuing of certificates, this division conducts a large correspondence incidental to the work, amounting during the year to 27,080 letters, besides issuing 16,308 transfer notices and 3,689 permits, and preparing 1,091 briefs for duplicate certificates.

The number of clerks employed averaged 190.

A glance at former reports will show that the number of certificates issued during the past year is largely in excess of the output in any similar period since the organization of the Bureau.

The increase over the issues of—

1891 was.....	61, 981
1890 was.....	160, 888
1889 was.....	167, 244
1888 was.....	199, 374
1887 was.....	200, 206
1886 was.....	151, 130
1885 was.....	237, 845

With such a mass of work accomplished, the percentage of errors made is very small, as appears from the efficiency record, on which all errors are charged against the clerks responsible for them.

It gives me pleasure to testify to the faithful, conscientious, and efficient manner in which the employes of this division have performed their duties, the work as received from the board of review having been kept up to date continuously during the year.

Very respectfully,

L. M. KELLEY,
Chief of Certificate Division.

Hon. GREEN B. RAUM,
Commissioner of Pensions.

Summary of the operations of the certificate division in the fiscal year ending June 30, 1892.

Work performed.	Number.
Pension certificates issued.....	312, 546
Orders to inscribe, auditors' and claimants' notices.....	936, 806
Fee orders and attorneys' notices.....	544, 380
Admitted jackets, original.....	222, 937
Admitted jackets, reissue, etc.....	29, 000
Admitted slips.....	305, 256
Transfer notices.....	16, 308
Permits.....	3, 689
Duplicate briefs.....	1, 091
Typewritten lists of issues for the press.....	82, 500
Miscellaneous letters.....	27, 080
Total papers.....	2, 481, 593

Summary of the operations of the certificate division in the first quarter of the fiscal year 1892-'93.

Work performed in July, August, and September, 1892.	Number.
Pension certificates issued.....	53, 235
Orders to inscribe, auditors' and claimants' notices.....	159, 725
Fee orders and attorneys' notices.....	81, 240
Admitted jackets, original.....	33, 251
Admitted jackets, reissue, etc.....	6, 000
Admitted slips.....	51, 600
Transfer notices.....	2, 964
Permits.....	1, 449
Duplicate briefs.....	305
Typewritten lists of issues for the press.....	20, 625
Miscellaneous letters.....	3, 521
Total papers.....	413, 915

Status of the work of the division at 4 p. m., September 30, 1892.

Cases on hand for issue (all received September 30).....	745
Cases on hand, certificates written but not mailed.....	5, 259

L. M. KELLEY,
Chief of Certificate Division.

REPORT OF CHIEF OF STATIONERY DIVISION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., October 12, 1892.

SIR: In compliance with your instructions, I have the honor to submit the following report of the work of this division for the fiscal year ended June 30, 1892.

Under Order No. 145, November 4, 1889, this division was put under the immediate supervision of the chief clerk, who initials all requisitions made upon the Secretary of the Interior for all stationery, printing, engraving, and miscellaneous supplies for the Bureau before they are signed by the Commissioner.

The duties of this division are to take charge of all the stationery, and the printing, binding and engraving of all blanks, record books, pension certificates, pension checks, etc., used by the Bureau, the pension agencies, the special examiners in the field, and the examining surgeons throughout the country. A separate account of all stationery and miscellaneous supplies drawn by chiefs of divisions is kept with each division, and with each individual employé.

The cost of the stationery used by the Bureau during the past year was \$25,220.86, which is only \$1,591.01 in excess of the amount expended the year previous, and is due to the increase in the work done by the Bureau. The miscellaneous supplies for the year cost \$22,497.97, or \$10,825.10 less than for the last fiscal year. This difference is due chiefly to the fact that the cost of the pension certificates was paid from an appropriation made direct to the Bureau of Engraving and Printing instead of from the appropriation to the Interior Department, as heretofore.

The cost of printing and binding for the year amounted to \$55,177.54, as against \$79,361.46 expended the previous year. The larger expenditure of the year ended June 30, 1891, was due to the act of June 27, 1890, which law called for a very large, and an entirely new, supply of blanks, books, certificates, etc.

Of the books, blanks, envelopes, etc., kept in stock in this division, but few even of the employés have an idea how numerous are the forms. They have multiplied with the growth of the Bureau to facilitate the work.

There are between eighty and ninety different envelopes in use of various sizes, styles, and forms, the stock of which is kept up to the demands only by the greatest watchfulness. There are declarations, jackets for cases, and certificates for every class of pensioners under every existing law. To all permanent blanks there is given a form number. These blanks are catalogued, divided, and subdivided under appropriate heads. There are now in use of books, blanks, and cards, with form numbers, over 600 different kinds. Of miscellaneous blanks, which are more or less temporary and subject to change, there are over 150 different kinds.

A few of the blanks are used in all the divisions, others are used in several divisions, while many are used in only one division, such having the name of the division printed on the upper left-hand corner. The adjudicating divisions use the same forms, except that the Old War and Navy division has special blanks for the specific work of that division.

Roll books, check registers, checks, and envelopes are furnished the pension agencies.

Record books and blanks are furnished the medical examiners—boards, single, civil or expert, and foreign.

Quite a number of blanks and blank books from the Secretary's office are used in this Bureau, as in all the bureaus and offices of the Interior Department. In the blanks with form numbers the figure to the left of the dash indicates the office to which the blank belongs; the figure or figures to the right indicate the number of the blank. The blanks and books in this Bureau are numbered from 3-001 to 3-999. There are in use in the Bureau mimeograph, cyclostyle, and hectograph blanks, where the quantity required does not warrant that they be printed.

The following blanks, certificates, checks, envelopes, pamphlets, etc., have been ordered printed for the use of the Bureau during the year:

Books of record.....	3, 525
Blanks	19, 960, 107
Reams of paper	775
Envelopes	9, 879, 925
Pamphlets	23, 000
Pension certificates	229, 000
Pension checks	6, 878, 000

Of these a great number were packed and shipped from this division to the various pension agencies, the examining surgeons, and the special and detailed examiners in the field.

Owing to the fact that the Government Printing Office requires ninety days' notice for making all books of record (except specials), and the Government Printing Office

and contractors are allowed at least thirty days for printing blanks, envelopes, etc., a statement of the cost, etc., for the first quarter of the present fiscal year, can not be obtained at this date.

The employes of this division now number five in addition to the chief. The work is of such a miscellaneous character, comprising innumerable little details, that it is impracticable to give an intelligent idea of the amount of work performed by each individual.

Of the employes of this division I can only reiterate and emphasize the opinion expressed in former reports; they are, without exception, punctual, faithful, and efficient, and the work of the division is done not only properly, but cheerfully.

I have the honor to be, very respectfully,

MCKENDREE DOWNHAM,
Chief of Stationery Division.

Hon. GREEN B. RAUM,
Commissioner.

REPORT OF CHIEF OF ARMY AND NAVY SURVIVORS' DIVISION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., September 28, 1892.

SIR: In addition to the following report of completed work, I have to state that on March 1 this division was also charged with the duty of receiving the agency reports of pensioners dropped from the rolls by death and other causes, and of making and filing statistical cards in each case. This work is in progress, but is not in such shape at present as to enable me to submit a tabulated statement as contemplated.

On or about June 15, the Commissioner assigned to this division a further duty of getting from the various agencies a statistical card of all living pensioners pensioned under the old law, giving in full their names, service, disabilities, age, etc., and of compiling same for a tabular statement. Cards to the number of 396,869 have been thus received, and a force of 25 clerks has been engaged since August 8 on this work. Up to the present date 250,000 of these cards have been numerically arranged, and the work of getting the necessary data from the admitted files to complete the required information is in progress.

The work of handling the cases from the board of review and of preparing a statistical card in each, was begun by this division about March 1, and the number of statistical cards so written is shown in the reports herewith.

Very respectfully,

S. L. TAGGART,
Chief of Division.

Hon. ANDREW DAVIDSON,
Deputy Commissioner of Pensions.

Detailed report of work completed in the Army and Navy survivors' division, from July 1, 1891, to June 30, 1892, inclusive, showing number of names, with post-office addresses, supplied to the adjudicating divisions, the special examination division, and to claimants or their attorneys.

Division, etc.	Total names.	Total cases.	Special names.
Eastern	24,438	2,732	1,122
Middle	22,415	2,546	1,273
Western	27,472	3,265	2,602
Southern	21,136	2,453	668
Old War and Navy	7,505	1,369	910
Special examination	3,416	464	324
Miscellaneous calls	51,374	9,136	9,418
Total	157,756	21,965	16,317

Total number of names with post-office addresses furnished in 21,965 cases	157,756
Addresses supplied to specified names	16,317
Circular lists of officers and comrades	9,136
Letters and circular letters	15,837
Circular cards sent out	394,635
Statistical cards prepared for Printing Office and filed	356,000
Statistical cards written	109,575
Calls on Adjutant-General, U. S. Army	1,776
Calls on Surgeon-General, U. S. Army	1,021
Calls on Navy Department	837
Post-office addresses of surgeons furnished during the year	3,359

Detailed report of work completed in the army and navy survivors' division from July 1, 1892, to September 30, 1892, inclusive, showing number of names with post-office addresses supplied to the adjudicating divisions, the special examination division, and to claimants or their attorneys.

Division, etc.	Total names.	Total cases.	Special names.
Eastern	3, 976	428	162
Middle	5, 739	556	200
Western	5, 298	528	251
Southern	5, 218	545	181
Old war and navy	1, 025	174	159
Special examination	1, 150	116	45
Miscellaneous calls	14, 821	10, 029	3, 237
Total.....	37, 227	12, 374	4, 235

Total number of names with post-office addresses furnished in 12,374 cases	37, 227
Addresses supplied to specified names.....	4, 235
Circular lists of officers and comrades.....	10, 029
Letters and circular letters	608
Statistical cards written.....	57, 652
Calls on Adjutant-General, U. S. Army	170
Calls on Surgeon-General, U. S. Army	6
Calls on Navy Department.....	51
Post-office addresses of surgeons furnished.....	61

REPORT OF THE CHIEF OF THE MAIL DIVISION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., November 18, 1892.

SIR: In response to your request I have the honor to submit the following report of the work performed by the Mail Division during the fiscal year ending June 30, 1892:

The duties of this division are to receive and send out all the official and clerical mail of the Bureau, to open and carefully examine all letters not personal or confidential, assorting and affixing the stamp of the Bureau bearing the current date to each piece of mail matter, and counting and arranging in appropriate packages for each of the sixteen divisions of the Bureau.

A record is kept in this division of all moneys received by the Bureau from attorneys and from other sources, of postage stamps, accrued pensions, Department letters, and Congressional calls for status of claims.

The magnitude of the correspondence of the Bureau, extending to all countries upon the civilized globe, is clearly shown by the tabulated statement accompanying this report, which shows the total number of pieces of mail received during the fiscal year to be 5,095,599, and the pieces of mail sent out 3,235,007. The outgoing mail is counted and examined to see that the letters are sealed and properly addressed. Letters addressed to foreign countries are made up into separate packages and the requisite postage stamps affixed. In addition to the claims filed, and evidence to support them, a vast number of letters of inquiry are received from attorneys and Congressmen, as well as from claimants, relating to the status of claims. There were 198,213 such inquiries received from members of Congress, and 1,297,320 from attorneys and claimants.

The mail arrives at 8.30 and 11.30 a. m. and leaves at 11 a. m. and 4 p. m.

On arrival of the mail the contents are assorted. The personal and confidential letters are separated from the official mail and at once distributed to the parties addressed. The official mail is opened and counted and the large letters placed in packages of fifty; the small ones in packages of twenty-five, when they are ready to be charged out to the examiners, who carefully ascertain the contents of each piece, acknowledge receipt by postal card, and mark the piece "answered," together with the initials of the examiner, who arranges the letters in their respective classes in baskets provided upon each desk for the purpose. Each clerk is held responsible for the accuracy with which his work is performed. He renders a daily report of the number and disposition of the letters he has examined, and all errors are charged against his efficiency record by his section chief.

It is the duty of the messenger, from time to time during the day, to take the contents from the baskets to the clerks whose duty it is to affix the stamp of the Bureau

bearing the current date upon each piece. Applications for pension are counted, a record kept of the same, and, with the exception of 1812, old war, bounty land, Navy, Mexican, and Indian war claims, are forwarded to the Record Division for jacket, record, and numbering. The latter are sent direct to the Old War and Navy Division for the same purpose. The stamp of the Mail Division is recognized as the "date of filing," and is invariably affixed on the day the application is received in the Bureau.

After stamping the pieces are counted and assorted according to service for the different adjudicating divisions.

All work in this division is current work, and no mail is allowed to accumulate.

All evidence and fee agreements, attorneys' calls, and notifications of examination are sent to the adjudicating divisions to be filed with the claims.

Letters from claimants not containing service of soldiers nor number of claims are returned to the writers for such data, and, notwithstanding that every effort has been made to correct it, hundreds of such letters are returned to the writers daily. In case they contain one without the other, the letters are referred to the record division for the missing data; but in cases where attorneys fail to furnish both service and number, the letters or calls for status are returned to them for the full data, under your order of November 2, 1891. The name of the claimant, the name and service of the soldier, and the number and character of the claim (original or certificate, and whether under the new or old law) should be plainly stated (using a separate slip for each claim) upon each inquiry for status, completed files slips, or piece of evidence forwarded to this Bureau.

Up to that date the time of an extra corps of clerks in the Record Division was required to correct or supply the above data upon attorneys' calls for status. In one day 584 such calls were sent there through the Mail Division. In this connection it may also be stated that frequently in one day as many as 2,000 pieces of testimony reached the Record Division from the Mail and different adjudicating divisions for verification of number or service before such testimony could be applied to claims.

The following order, issued on that date, has had the effect of correcting this evil, and it is now a rare occurrence that communications from attorneys are lacking in full data:

DISPOSITION OF ATTORNEYS' "CALLS FOR STATUS" AND APPLICATIONS FOR CASES TO BE PLACED ON THE LIST OF "COMPLETED FILES."

"In all cases where the above mentioned slips lack either the service or number, they will be returned by the Mail Division for correction, unless it is plainly indicated that the required data is unknown to the attorney, in which case they will be referred to the Record Division, where the missing data will be supplied.

"Where the service and number is given they will be referred to the proper adjudicating division, to be applied to the several claims.

"If the claim can not be identified by the data given the slip should be referred to the Record Division. If the service and number are found to be correct in the Record Division, the slip will be returned to the Adjudicating Division for the personal consideration of the chief. Slips corrected in the Record Division will be returned (through the Mail Division) to the attorney, to enable him to correct his records also."

The mail pertaining to the Special Examination Division, being of a confidential nature, is sent unopened to that division.

Reports of boards of examining surgeons are sent to the Medical Division, and the Finance Division receives all reports of pension agencies, and applications for accrued pension containing checks. Also claims for reimbursement of expenses incurred in last illness and burial of a pensioner.

On December 28, 1891, in compliance with your instructions, books were opened in this division for recording Congressional calls for status of claims, and referring the same to the different adjudicating divisions for action. The record shows a total of 198,213 calls made since the date above mentioned by 422 members of the Senate and House of Representatives, ranging in number by each from 1 to 7,960, or an average of 469 to each member.

The work of the division has been greatly aided by your order requiring attorneys to furnish lists of papers for which they require receipts, to which it is only necessary to affix the Bureau stamp with the correct date and return to attorneys.

A section in this division was organized under an assistant chief in November, 1890, charged with the examination and disposition of what are known as small letters, usually from claimants containing inquiries for status of pending claims. To cull from this correspondence, averaging 1,500 letters daily, those in which the urgency of action upon the respective claims is most apparent is the duty of this section.

The following order was issued by the Commissioner, by which the action of the section has been governed:

"INSTRUCTIONS BY THE COMMISSIONER TO THE MAIL DIVISION FOR THE CONSIDERATION OF URGENT LETTERS.

"First. Where a claimant alleges the necessary facts to bring his claim substantially within the provisions of Order No. 151, send the letter to the Law Division for case to be placed on the completed files.

"Second. Where a claimant states his condition to be such as would, if shown by affidavits, authorize it to be made special, send him circular No. 3-052, with the information that if he furnishes the proofs his claim will be made special.

"Third. Where the claimant complains of delay but does not bring his case under Order No. 151, send him a copy of that order, and inform him that if he completes his case and gives notice under that order, it will be placed upon the completed files and be taken up promptly in its turn.

"Fourth. If a claimant shows by his letter that the evidence is all in, but that he has not been examined, send the letter to the chief of the proper division, who will examine the papers and order the examination, if it is proper to do so.

"Fifth. If a claimant alleges financial distress, but does not state that his claim is complete, send him Order No. 151, and inform him that if he completes his case at once, and gives notice under said order, his claim will be placed on the completed files and taken up and disposed of promptly.

"Sixth. If a claimant alleges that his claim is in the completed files, or if he inquires what further evidence is needed to complete the claim, and also alleges destitution, the letter should be referred to the chief of the proper adjudicating division, who will see that proper action is taken and the claimant advised. All letters acted upon under this order shall be properly indorsed in the Mail Division."

The correspondence referred to this section during the fiscal year was disposed of as follows:

Number answered in this division.....	58,812
Referred to the Commissioner for special action	6,752
Referred to the chiefs of the other divisions for reply.....	91,873

The remainder, composed of notifications of medical examination, attorneys' calls, requests for stationery and blanks, and requests for claims to be placed on the list of completed files, were referred to their respective divisions for the proper action.

The number of clerks employed in this division has averaged 51 present for duty. I take pleasure in calling your attention to the conscientious manner in which the work has been performed by the employés of this division.

Very respectfully, your obedient servant,

T. M. HERMANN,
Chief of Division.

DEPARTMENT OF THE INTERIOR, PENSION OFFICE, MAIL DIVISION,
Washington, D. C., June 30, 1892.

The following is the report of this division for the fiscal year ending on the above date:

Received.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April.	May.	June.	Total.
Original invalid cases. (This includes duplicates).	1,887	1,855	1,825	1,684	1,454	1,454	1,423	1,682	1,911	1,608	1,439	1,370	19,592
Original widows' cases. (This includes duplicates).	1,278	1,380	1,299	1,417	1,201	1,294	1,266	1,511	1,608	1,466	1,400	1,263	16,383
Original 1812 cases. (This includes duplicates).	8	15	7	8	5	4	7	2	3	6	4	8	77
Original bounty land cases. (This includes duplicates).													
Original Navy cases. (This includes duplicates).	22	26	18	24	23	22	19	35	31	27	17	21	285
Original old war cases and Mexican service.	98	86	107	94	83	78	78	96	80	94	74	54	1,022
Applications for increase.	108	123	115	108	86	108	100	118	128	122	126	108	1,350
Communications from the Departments.	9,756	9,108	8,894	9,435	11,752	12,894	10,477	8,301	8,543	7,504	7,305	7,072	111,041
Applications (act June 27, 1890).	4,739	4,334	4,057	3,625	3,356	3,769	3,467	3,573	3,195	2,838	2,504	3,063	42,520
Applications for accrued pensions.	20,007	18,811	18,119	15,664	11,845	13,731	14,120	18,066	20,714	17,846	16,238	15,746	200,907
Pieces of additional evidence.	624	545	553	683	605	699	791	1,097	1,145	998	883	835	9,458
Fee agreements in duplicate.	98,604	85,465	84,279	89,414	82,421	66,493	93,734	99,604	117,897	101,647	83,034	104,146	1,106,738
Applications for transfer.	5,270	5,109	4,915	6,315	4,644	15,394	19,696	17,689	15,476	9,007	7,825	11,451	122,791
Applications for new certificate.	159	127	113	121	129	91	161	120	130	132	99	88	1,470
Reports from Adjutant-General.	195	177	206	193	203	185	221	193	176	244	175	168	2,336
Reports from Surgeon-General.	32,908	28,954	20,444	31,137	23,916	20,870	14,723	16,210	19,513	18,082	99,991	22,467	269,215
Miscellaneous letters (not inquiries).	43	30	33	29	139	20	26	20	38	19	26	5	428
Pension certificates returned by pension agents.	15,476	14,843	17,794	19,347	15,387	15,702	19,521	20,019	23,401	19,893	18,613	21,463	221,459
Surgeons' certificates.	5,750	4,214	6,843	4,762	7,947	9,125	15,011	3,454	3,253	8,436	4,666	5,008	78,469
Orders for medical examination returned.	41,845	34,825	36,200	42,154	36,754	39,102	32,949	35,455	29,102	29,486	23,396	26,802	408,070
Accounts from examining surgeons.	44,778	29,531	37,428	35,373	31,615	36,585	29,766	28,703	27,319	21,401	20,260	25,696	368,455
Reports and cases from special examiners.	11,879	11,664	10,828	12,036	10,883	11,159	11,471	11,365	11,249	12,120	10,917	10,345	135,916
Reports from pension agents.	1,561	1,210	1,240	1,335	1,289	1,352	1,174	1,266	1,477	1,338	1,529	1,411	16,182
Daily reports of special examiners.	145	161	159	157	140	161	129	119	108	106	124	113	1,622
Credibility-of-witness circulars.	3,326	3,236	3,097	3,232	3,052	2,934	2,923	3,070	3,256	2,957	3,188	3,055	37,326
Number of dead letters returned by the Post-Office.	3,840	3,378	3,636	5,034	4,155	4,755	5,303	5,756	8,945	8,249	5,680	6,574	65,305
Department.	8,128	6,440	7,740	8,260	10,223	11,437	10,794	9,794	5,530	3,648	3,414	3,585	88,993
Army and Navy survivors' cards.	24,649	25,395	28,219	31,855	47,124	41,887	38,148	16,745	6,669	4,574	3,617	3,774	272,656
Congressional communications.	8,012	8,009	8,555	7,790	7,819	17,671	25,230	29,691	31,840	24,458	14,553	14,585	198,213
Letters of inquiry.	125,368	98,616	95,701	121,490	108,044	118,781	108,965	103,743	120,078	112,474	95,716	88,344	1,297,320
Money received in mail.	\$1,854.00	\$614.63	\$2,022.47	\$755.00	\$1,916.89	\$1,336.28	\$662.00	\$715.34	\$1,333.88	\$4,225.91	\$467.45	\$1,201.40	\$17,105.25
Postage stamps received in mail.	757	662	667	632	549	685	699	601	712	576	557	522	7,619
MISCELLANEOUS.													
Number of foreign letters sent (postage prepaid).	186	161	156	214	170	119	213	239	287	204	231	239	2,419
Total number of pieces received for the year.	470,463	397,667	402,424	452,776	426,294	447,757	461,693	437,497	462,815	410,780	346,813	378,620	5,095,599
Total number of letters and cards sent out for the year.	274,972	245,123	266,558	315,271	284,714	301,194	278,231	237,996	273,871	253,884	238,088	265,105	3,235,007
Calls on Adjutant-General sent (not included in letters sent).	28,015	27,385	20,757	30,775	24,508	19,305	15,530	16,916	18,939	18,042	22,656	19,167	261,995
Blanks sent (not included in letters sent).	1,630	1,296	1,260	5,036	1,070	1,301	1,790	1,442	1,663	1,573	1,699	729	20,489

Respectfully submitted:

T. M. HERMANN,
Chief of Division.

REPORT OF CLERK IN CHARGE OF SPECIAL DESK.

DEPARTMENT OF THE INTERIOR,
BUREAU OF PENSIONS,
Washington, D. C., November 15, 1892.

SIR: I have the honor to report that for the fiscal year ending June 30, 1892, there were made special 7,970 cases, and for the portion of the present fiscal year ending September 30 there have been made special 2,044 cases.

By months the numbers run as follows: July, 1891, 490; August, 592; September, 610; October, 823; November, 682; December, 659; January, 1892, 737; February, 620; March, 629; April, 668; May, 684; June, 776. Total, 7,970.

July, 739; August, 648; September, 657. Total, 2,044.

Very respectfully,

W. H. SCUDDER,
In charge of Special Desk.

Hon. GREEN B. RAUM,
Commissioner of Pensions.

The Commissioner invites attention to the subjoined tables A and B, table A being a statement of the number, class, and value of the certificates issued during the fiscal year, 1892, and table B giving the number, class, and value of certificates issued during the first four months of the fiscal year 1893.

These tables are made up from the daily accounts kept of the issues of certificates and show the value of the first payment upon all certificates issued.

The twelve months' statement gives the aggregate amount of these first payments as calculated by the office. The remaining item to be determined of the cost of these certificates for the entire year, is the additional amount every pensioner is entitled to for the balance of the fiscal year after receiving the first payment.

TABLE A.—Number and value of cases allowed by Bureau of Pensions during the fiscal year ended June 30, 1892.

Class.	No.	First payment.	Average first pay-ment.	Monthly rate.		
				Old.	Additional.	Total.
<i>General law.</i>						
Army:						
Invalid, original	17,423	\$5,527,969.44	\$317.28	-----	\$110,748.91	\$110,748.91
Invalid, increase	34,798	1,097,876.90	31.55	\$342,412.32	166,090.85	508,503.17
Invalid, reissue	8,214	2,339,511.48	284.82	52,306.75	39,796.83	92,103.58
Invalid, restoration	1,157	415,987.78	359.54	-----	8,070.08	8,070.08
Invalid, supplemental ..	421	184,637.97	438.57	-----	-----	-----
Invalid, restoration and supplemental	2	1,430.37	715.17	-----	-----	-----
Widows', etc., original ..	7,131	5,675,277.66	795.86	-----	76,586.94	76,586.94
Widows', etc., increase ..	5	1,077.73	215.55	24.00	6.00	30.00
Widows', reissue	509	312,139.23	613.24	2,055.75	1,038.25	3,094.00
Widows', restoration ..	86	77,757.94	904.16	-----	786.00	786.00
Widows', supplemental ..	47	9,025.46	200.20	-----	12.00	12.00
Navy:						
Invalid, original	425	134,151.25	315.65	-----	3,837.75	3,837.75
Invalid, increase	393	11,656.13	29.66	4,192.00	2,322.00	6,514.00
Invalid, reissue	108	17,169.24	158.97	716.25	507.25	1,223.50
Invalid, restoration	18	3,025.90	168.11	-----	123.00	123.00
Invalid, supplemental ..	13	3,732.74	287.13	-----	-----	-----
Widows', etc., original ..	136	78,900.40	580.15	-----	1,821.00	1,821.00
Widows', reissue	23	15,924.95	692.39	129.00	102.00	231.00
Revolutionary war: Wid-						
ows, reissue	1	49.86	49.86	12.00	18.00	30.00
Old wars:						
Invalid, original	26	1,918.80	73.80	-----	364.00	364.00
Invalid, increase	22	354.67	16.12	270.00	104.00	374.00
Invalid, reissue	5	1,126.12	225.22	40.00	23.00	63.00
Widows'	20	8,458.00	422.90	-----	236.00	236.00
Widows', reissue	1	-----	-----	-----	-----	-----
Widows', restoration ..	1	3,012.85	3,012.85	-----	12.00	12.00
War 1812:						
Survivors'	2	899.20	449.60	-----	-----	-----
Invalid, increase	1	38.86	38.86	8.00	22.00	30.00
Widows'	46	53,866.00	1,171.00	-----	517.00	517.00
Widows' reissue	1	-----	-----	-----	-----	-----

TABLE A.—Number and value of cases allowed by Bureau of Pensions during the fiscal year ended June 30, 1892—Continued.

Class.	No.	First payment.	Average first pay-ment.	Monthly rate.		
				Old.	Additional.	Total.
<i>General law—Continued.</i>						
Mexican war:						
Survivors'	416	\$85,737.60	\$206.10	.....	\$3,288.00	\$3,288.00
Survivors', reissue.....	3	101.07	33.69	.....	.....	.....
Survivors', restoration.....	2	295.53	147.77	.....	8.00	8.00
Invalid, increase.....	11	1,615.47	146.86	\$157.00	78.00	235.00
Widows'	550	88,082.50	160.15	.....	4,384.00	4,384.00
Widows', reissue.....	4	320.53	80.13	.....	.....	.....
Widows', restoration ..	1	218.05	218.05	.....	.....	.....
Navy:						
Ten years' service.....	1	22.93	22.93	.....	8.00	8.00
Twenty years' service.....	1	108.50	108.50	.....	35.00	35.00
Arrears, acts 1879.....	15	4,600.13	306.68	.....	.....	.....
Accrued issues	6,479	.....	.....	.....	.....	.....
<i>Act June 27, 1890.</i>						
Army:						
Invalid, original	157,928	18,903,981.60	119.70	.....	1,516,109.00	1,516,109.00
Invalid, additional.....	33,220	2,536,347.00	76.35	176,730.40	176,398.20	353,128.60
Invalid, reissue.....	1,004	15,582.08	15.52	593.00	441.00	1,034.00
Invalid, supplemental ..	214	12,133.80	56.70	.....	.....	.....
Invalid, increase.....	3	23.01	7.67	26.00	8.00	34.00
Invalid, restoration and supplemental	1	19.60	19.60	.....	.....	.....
Widows', etc., original.....	33,470	4,280,813.00	127.90	.....	323,320.00	323,320.00
Widows', reissue.....	103	1,486.29	14.43	66.00	25.00	91.00
Widows', supplemental.....	17	905.47	53.26	.....	18.00	18.00
Widows', increase.....	1	33.27	33.27	8.00	2.00	10.00
Navy:						
Invalid, original	4,968	530,284.32	106.74	.....	46,599.00	46,599.00
Invalid, additional.....	604	32,092.58	53.13	3,326.50	3,139.50	6,466.00
Invalid, reissue.....	27	212.53	7.87	24.00	6.00	30.00
Invalid, supplemental ..	1	34.40	34.40	.....	.....	.....
Widows', etc., original.....	1,504	162,296.64	107.91	.....	14,333.00	14,333.00
Widows', reissue	6	409.94	68.32	38.00	10.00	48.00
Total	311,589	42,635,118.77	.....	583,134.97	2,501,354.56	3,084,489.53
Average .....	.....	.....	136.83	.....	8.03	9.90
General law	78,518	.....	.....	.....	.....	.....
Act June 27, 1890	233,071	.....	.....	.....	.....	.....

In addition to the above 957 duplicate certificates were issued.

Number of pensioners on rolls June 30, 1891.....	676,160
Number of pensioners on rolls June 30, 1892.....	876,604
Average first payment during fiscal year 1891	\$173.70
Average first payment during fiscal year 1892	\$136.83
Total number of original cases allowed during fiscal year 1892	224,047
Total number of increase, etc., cases allowed during fiscal year 1892	79,781
Total number of restoration cases allowed during fiscal year 1892	1,267

Amount expended in payment of pensions, fiscal year ended June 30, 1892, subject to slight change by Treasury settlement.....	\$139,155,987.24
Amount appropriated but not paid out for want of time	1,691,429.76

Total appropriation 140,847,417.00

TABLE B.—Number and value of cases allowed by Bureau of Pensions from July 1 to October 31, 1892, inclusive.

Class.	No.	First payment.	Average first payment.	Monthly rate.		
				Old.	Additional.	Total.
<i>General law.</i>						
Army:						
Invalid, original.....	3,795	\$1,276,893.23	\$336.47		\$23,462.75	\$23,462.75
Invalid, increase	7,069	321,918.78	45.54	\$77,660.75	34,270.75	111,931.50
Invalid, reissue.....	2,271	668,129.40	294.20	13,922.42	9,363.08	23,285.50
Invalid, restoration....	344	103,735.52	301.56		2,293.25	2,293.25
Invalid, supplemental..	132	53,959.72	408.79			
Widows, etc., original..	2,387	1,605,838.06	672.74		25,843.00	25,843.00
Widows, etc., increase ..	1	334.94	334.94			
Widows, etc., reissue ..	180	154,109.24	856.16	857.00	440.00	1,297.00
Widows, etc., restora- tion.....	26	16,857.99	648.38		250.00	250.00
Widows, etc., supple- mental.....	27	13,856.32	513.20		22.00	22.00
Widows, etc., arrears ..	1	30.80	30.80			
Navy:						
Invalid original	48	15,899.16	331.23		403.50	403.50
Invalid increase	23	1,185.92	51.56	297.00	190.00	487.00
Invalid reissue	13	4,083.07	314.08	143.00	93.00	236.00
Invalid restoration	4	1,967.33	491.83		24.00	24.00
Widows, etc., original..	33	27,880.43	844.86		581.00	581.00
Widows, etc., reissue ..	2	1,218.93	609.47	20.00	16.00	36.00
Twenty years' service ..	1	52.00	52.00		30.00	30.00
Revolutionary War:						
Widows, etc., increase ..	1	30.00	30.00	12.00	18.00	30.00
Old wars:						
Invalid original	10	728.47	72.85		148.00	148.00
Invalid increase	9	198.87	22.10	114.00	90.00	204.00
Widows, etc., original..	8	334.67	41.83		119.00	119.00
War 1812:						
Widows	2	1,006.80	503.40		12.00	12.00
Mexican War:						
Survivors.....	43	13,648.01	317.40		335.00	335.00
Invalid increase	3	89.57	29.86	56.00	29.00	85.00
Invalid reissue	5	59.20	11.84	54.00	48.00	102.00
Invalid restoration	1	513.33	513.33		8.00	8.00
Widows	116	17,714.43	152.71		928.00	928.00
<i>Act June 27, 1890.</i>						
Army:						
Invalid, original	26,820	4,039,631.45	150.62		252,332.00	252,342.00
Invalid, increase.....	5	65.79	13.16	38.00	14.00	52.00
Invalid, additional.....	14,552	1,445,576.65	99.34	79,113.75	75,226.25	154,340.00
Invalid, reissue	527	8,982.78	17.05	646.00	384.00	1,030.00
Invalid, supplemental..	68	3,740.91	55.01			
Widows', etc., original..	10,959	1,914,615.14	174.71		106,641.00	106,641.00
Widows', etc., reissue..	47	1,211.39	25.77	44.00	24.00	68.00
Widows', etc., supple- mental.....	23	731.20	31.79		48.00	48.00
Navy:						
Invalid, original	888	136,236.49	153.42		8,146.00	8,146.00
Invalid, additional	100	7,661.14	76.61	567.00	495.00	1,062.00
Invalid, reissue	4	17.20	4.30			
Widows', etc., original..	324	47,503.49	146.62		3,072.00	3,072.00
Widows', etc., reissue..	2	45.93	22.97	10.00	2.00	12.00
Total	70,874	11,908,293.75		173,554.92	545,401.58	718,956.50
Average			168.02		7.70	10.14
General law.....	16,555					
Act June 27, 1890.....	54,319					

Total number of original cases allowed during four months..... 45,685
 Total number of increase, etc., cases allowed during four months..... 24,814
 Total number of restoration cases allowed during four months..... 375
 Total number of pensioners on rolls June 30, 1891..... 676,160
 Total number of pensioners on rolls June 30, 1892..... 876,068
 Total number of pensioners on rolls September 30, 1892..... 900,648

SUMMARY OF TABLES.

Table No. 1 shows that there were at the close of the year 876,068 pensioners, classified as follows: 389,748 army invalids, 108,680 army widows, minor children, and dependent relatives, 5,046 navy invalids, 2,600 navy widows, minor children, and dependent relatives, all under the general law; 283,734 army invalids, 44,696 army widows, minor children, and dependent relatives, 9,334 navy invalids, 2,917 navy widows, minor children, and dependent relatives, all pensioned under the act of June 27, 1890; 165 survivors of the war of 1812, 6,651 widows of those who served in that war, 15,215 survivors of the war with Mexico, and 7,282 widows of those who served in that war.

There were added to the rolls during the year the names of 222,937 new pensioners, and the names of 2,277 pensioners who had been previously dropped were restored, making an aggregate of 225,214 pensioners added during the year.

During the same period the names of 25,306 pensioners were dropped for various causes, leaving a net increase to the rolls of 199,908 names.

The average annual value of each pension at the close of the year was \$133.41; the average annual value of each pension under the general law was \$144.36, while the average annual value of each pension under the act of June 27, 1890, was \$116.20. The aggregate annual value of all pensions at the close of the year was \$116,879,867.24.

Table No. 2 shows that during the year 25,306 pensioners were dropped from the rolls for various causes. This table is prepared in such a manner in the widows' class as to show the number of widows with and those without minor children, the number of minor children who were pensioned in their own right and the number of dependent mothers and fathers. A like subdivision has been made of the pensioners dropped from the rolls who were placed thereon under the act of June 27, 1890; and this table also shows the whole number of pensioners on the rolls, with the widows' class under the general law and under the act of June 27, 1890, subdivided in each instance so as to show the number of widows with children, of widows without children, of children pensioned in their own right, and of dependent mothers and fathers.

Table No. 3 exhibits the amount of appropriations for the payment of pensions for the fiscal year 1892, the disbursements for said purpose during that period, and the unexpended balances thereof at the close of the year.

Table No. 4 shows the amount paid out on account of pensions by each agent, under each item of appropriation, as shown by their accounts current.

Table No. 5 shows the amount expended for Army pensions and for Navy pensions separately, so arranged as to show what amount was paid to invalids and what amount to widows and others under each head. This table, however, refers only to disbursements for pensions under the general law.

Table No. 6 shows the information presented in the same manner so far as cases are concerned which have been allowed under the act of June 27, 1890.

Table No. 7 shows the amount and number of first payments made at the pension agencies during the year in each class of cases. It will be seen that 306,463 first payments were made during the year, and that they amounted to \$45,114,167.68. It will also be seen that the average value of all original payments during the year was \$164.55; that the average value of original payments in cases allowed under the general law was \$441.14, while the average value of original payments in cases allowed under the act of June 27, 1890, was \$127.19. The amount paid as fees to attorneys during the year in all classes of cases was \$3,112,321.60.

Table No. 8 shows the number of cases of each class on hand at the pension agencies, and unpaid at the close of the fiscal year, together with the amount of the first payments due therein. The average value of all original payments due on said date, but not made, was \$165.15; the average value of original payments due, but not made in cases allowed under the general law, was \$446.32, while the average value of all first payments in original cases allowed under the act of June 27, 1890, due but not made, was \$129.

Table No. 9 shows the amount paid for pensions each year since 1871 to the survivors and widows of the war of 1812, and since 1887 to the survivors and widows of the war with Mexico.

Table No. 10 is a classified statement of the number of pensioners on the rolls of each agency, and it compares the aggregate number with that of the previous year, showing in each class the net increase or the net decrease. It will be seen that the net increase to the rolls during the year was 199,908.

Table No. 11 gives the location and geographical limits of each pension agency, the name of each agent, and the balance of funds remaining to his official credit at the close of the year. These balances are covered into the Treasury at the close of the year.

Table No. 12 shows the number of original claims filed each year since 1861, the number allowed, and the number of pensioners on the rolls at the close of each year. Since the year 1861 1,915,334 original claims have been filed and 1,236,291 claims have been allowed. Of the 198,345 applications for original pension filed during the fiscal year 1892, 131,484 were filed by invalids and 31,282 by widows and others, under the act of June 27, 1890. In the total number of claims allowed under the acts in force during the fiscal year 1892 are included 162,896 invalids and 34,974 widows and others under the act of June 27, 1890. Since 1871 80,022 claims for pensions on account of service during the war of 1812 have been filed. Of this number, 34,939 have been filed by the surviving soldiers and sailors and 45,083 by the widows of those who served in said war. During the fiscal year 1892 11 applications were filed by survivors and 71 applications by widows. It thus appears that in the aggregate 1,915,334 original applications for pensions have been filed in this Bureau since 1861, and that in the same period 1,236,291 have been allowed. The number of pensioners on the rolls at the close of each year is stated, and it will be seen that the amount disbursed for pension since 1861 has been \$1,418,348,211.91.

Table No. 13 shows the number of army invalid claims under the general law allowed each year since 1861, classified and arranged so that in each year's allowance it is shown in what years the claims were filed. The whole number of invalid claims filed is given, and it is shown what percentage of the number of claims filed each year has been allowed.

Table No. 14 shows the different monthly rates of pensions paid to army and navy invalids and to army and navy widows and others, both under the general law and under the act of June 27, 1890, the latter being stated separately, together with the number of pensioners of these classes and of each of them.

Table No. 15 shows the number of pensioners in each State and Territory of the United States and the number in each foreign country on the rolls June 30, 1892, and the amount paid for pensions during the fiscal year 1892 in each State and Territory and in each foreign country.

Table No. 16 shows the issue of certificates from this Bureau during the fiscal year 1892, a grand total of 312,546.

Table No. 17 shows the number of names and addresses furnished to different divisions of this Bureau by the Army and Navy survivors division thereof, and also the number furnished by said division to claimants and others in consideration of pending claims.

Table No. 18 shows the work done by the mail division of this Bureau during the year. It will appear that 5,095,599 pieces of mail matter were received, examined, and distributed to the proper divisions of the Bureau, and that 3,235,007 letters and cards were sent out by the Bureau during the year.

Table No. 19 shows the number of each class of claims in the files of the Bureau at the commencement of the year, the number filed during the year, and the number admitted and rejected during that period. It also shows the number of each class pending and on the rejected files at the close of the year.

Table No. 20 is a comparative statement of the pension claims of all classes settled by allowance or rejection each year since 1881.

Table No. 21 shows in brief the operations of the special examination division during the year. It sets forth the number of claims acted upon by said division, and the expenditure on account thereof, except salaries.

Table No. 22 gives the names, ages, and post-office addresses of persons who are still on the pension rolls as either the widows or children of soldiers of the Revolutionary war. It will be seen that there are twenty widows and two daughters.

Table No. 23, which is a new one this year, gives the names, ages, service, and post-office address of the 165 survivors of the war of 1812 who were on the pension rolls at the close of the fiscal year.

TABLE NO. 2.—Number of pensioners of the various classes dropped from the rolls during the year, with the cause, and the number of each class on the rolls June 30, 1892.

Classes.	By death.	By re-marriage.	Minors by legal limitation.	By failure to claim.	For other causes.	Total number of pensioners dropped from the rolls.	Total number of pensioners of all classes on the rolls June 30, 1892.
<i>General law.</i>							
Army and Navy	7,198 3,987	1,023	1,175	798 915	335 162	8,331 7,262	394,794 111,280
Total	11,185	1,023	1,175	1,713	497	15,593	506,074
Classification of widows' roll under general law:							
Widows without children	1,369	363		385	50	2,167	57,669
Widows with children	179	643		37	74	933	18,357
Minor children	7		1,175		6	1,188	2,875
Mothers	1,839	17		380	17	2,253	26,244
Fathers	591			113	15	719	6,078
Brothers and sisters, dependent sons and daughters	2					2	57
<i>Act of June 27, 1890.</i>							
Army and Navy	4,199 610	220	86		1,392 275	5,591 1,191	293,068 47,613
Total	4,809	220	86		1,667	6,782	340,681
Classification of widows' roll, act June 27, 1890:							
Widows without children	261	105			159	525	28,231
Widows with children	77	114			67	258	12,742
Minor children	3		86		9	98	850
Mothers	147	1			26	174	3,853
Fathers	122				13	135	1,932
Helpless children					1	1	5
<i>War of 1812.</i>							
Survivors	106			15		121	165
Widows	843	3		136	4	986	6,651
Total	949	3		151	4	1,107	6,816
<i>War with Mexico.</i>							
Survivors	632			158	790	1,580	15,215
Widows	136	12		79	17	244	7,282
Total	768	12		237	807	1,824	22,497
Grand total	17,711	1,258	1,261	2,101	2,975	25,306	876,068

Total children on the rolls: General law, 29,899; act June 27, 1890, 26,645.

This table does not include the cases which during the year were dropped from the roll under the general law and pensioned under the act June 27, 1890, as "additional" cases.

TABLE NO. 3.—Showing the appropriations for pensions, etc., and the disbursements on account thereof for the fiscal year 1892, and unexpended balances at the close of the year.

	Appropriations.						Disbursements.			Balances.		
	Balance remaining in the hands of U. S. pension agents June 30, 1891.	Balance remaining in the U. S. Treasury June 30, 1891.	Available balance July 1, 1891.	Amount appropriated act March 3, 1891.	Amount deficiency appropriation act June 14, 1892.	Total appropriations for fiscal year 1892.	Amount disbursed by U. S. pension agents.	Amount disbursed by Treasury settlements.	Total amount disbursed.	Balance remaining in the hands of U. S. pension agents June 30, 1892.	Balances remaining in the U. S. Treasury June 30, 1892.	Available balance June 30, 1892.
Army pensions.....	-----	-----	-----	\$129, 673, 085	\$7, 674, 332	\$137, 347, 417	\$135, 807, 072. 43	\$113, 606. 30	\$135, 920, 678. 73	\$1, 438, 437. 96	\$2, 541. 77	\$1, 440, 979. 73
Navy pensions.....	-----	-----	-----	3, 500, 000	-----	3, 500, 000	3, 228, 540. 25	4, 535. 35	3, 233, 075. 60	246, 553. 25	21, 274. 01	267, 827. 26
Army arrears of pensions.....	\$169, 610. 30	\$231, 288. 58	\$400, 898. 88	-----	-----	-----	5, 602. 06	-----	5, 602. 06	164, 008. 24	233, 724. 99	397, 733. 23
Navy arrears of pensions.....	-----	71, 251. 39	71, 251. 39	-----	-----	-----	-----	-----	-----	-----	71, 251. 39	71, 251. 39
Army fees of examining surgeons.....	-----	-----	-----	1, 450, 000	-----	1, 450, 000	1, 386, 434. 14	-----	1, 386, 434. 14	63, 565. 86	35. 00	63, 600. 86
Navy fees of examining surgeons.....	-----	-----	-----	50, 000	-----	50, 000	25, 690. 93	-----	25, 690. 93	24, 309. 07	-----	24, 309. 07
Salary.....	-----	-----	-----	72, 000	-----	72, 000	72, 000. 00	-----	72, 000. 00	-----	-----	-----
Clerk hire.....	-----	-----	-----	400, 000	-----	400, 000	382, 042. 16	-----	382, 042. 16	9, 606. 51	8, 351. 33	17, 957. 84
Rent.....	-----	-----	-----	18, 200	-----	18, 200	17, 175. 00	-----	17, 175. 00	-----	1, 025. 00	1, 025. 00
Fuel.....	-----	-----	-----	750	-----	750	113. 40	-----	113. 40	36. 60	600. 00	636. 60
Lights.....	-----	-----	-----	750	-----	750	368. 03	-----	368. 03	31. 97	350. 00	381. 97
Contingent expenses.....	-----	-----	-----	35, 000	-----	35, 000	18, 687. 91	14, 069. 60	32, 757. 51	1, 287. 09	1, 525. 69	2, 812. 78
Adjusting quarterly pension payments.....	12, 209. 80	-----	12, 209. 80	-----	-----	-----	11, 011. 28	-----	11, 011. 28	1, 196. 25	2. 27	1, 198. 52
Total.....	181, 820. 10	302, 539. 97	484, 360. 07	135, 199, 785	7, 674, 332	142, 874, 117	140, 954, 737. 59	132, 211. 25	141, 086, 948. 84	1, 949, 032. 80	340, 681. 45	2, 289, 714. 25

In addition to the above there were disbursed during the fiscal year ending June 30, 1892, the following sums chargeable to the appropriations for the fiscal year ending June 30, 1891:

Fees of examining surgeons' Army pensions.....	\$304, 073. 33
Fees of examining surgeons' Navy pensions.....	13, 258. 60
Total.....	317, 331. 93

TABLE NO. 4.—Amount disbursed at United States pension agencies during the fiscal year ending June 30, 1892, as shown by accounts current.

Agencies.	Army pensions.								
	Pensions.	Fees of examining surgeons.	Salary.	Clerk hire.	Rent.	Fuel.	Lights.	Contin- gent ex- penses.	Total.
Augusta.....	\$2,993,343.38	-----	\$4,000.00	\$6,676.00	-----	-----	-----	\$325.20	\$3,004,344.58
Boston.....	7,093,193.57	-----	4,000.00	22,028.10	-----	-----	-----	564.80	7,119,786.47
Buffalo.....	6,398,226.94	-----	4,000.00	19,002.00	-----	-----	-----	500.00	6,421,728.94
Chicago.....	9,597,841.54	-----	4,000.00	34,589.29	-----	-----	-----	1,520.46	9,637,951.29
Columbus.....	15,562,858.12	-----	4,000.00	40,356.16	-----	-----	-----	1,742.64	15,608,956.92
Concord.....	2,873,665.57	-----	4,000.00	8,996.00	-----	-----	-----	60.74	2,886,722.31
Des Moines.....	7,877,560.46	-----	4,000.00	20,000.00	-----	-----	-----	778.60	7,902,339.06
Detroit.....	7,367,316.52	-----	4,000.00	18,000.00	\$1,980.00	-----	-----	595.98	7,391,892.50
Indianapolis.....	10,705,903.55	-----	4,000.00	29,648.27	2,500.00	-----	\$223.40	1,275.76	10,743,550.98
Knoxville.....	6,847,815.09	-----	4,000.00	17,000.00	-----	-----	-----	500.00	6,869,315.09
Louisville.....	4,508,931.59	-----	4,000.00	7,065.00	-----	-----	-----	285.26	4,520,281.85
Milwaukee.....	6,722,806.71	-----	4,000.00	19,979.67	2,443.00	-----	-----	900.00	6,750,129.38
New York.....	6,498,883.76	-----	4,000.00	23,100.00	6,500.00	-----	-----	2,350.00	6,534,833.76
Philadelphia.....	7,201,548.02	-----	4,000.00	26,200.00	-----	-----	-----	850.00	7,232,598.02
Pittsburg.....	5,991,636.09	-----	4,000.00	19,745.00	1,100.00	-----	-----	2,200.00	6,018,681.09
San Francisco.....	2,538,739.53	-----	4,000.00	6,475.00	1,272.00	-----	-----	397.15	2,550,883.68
Topeka.....	14,994,210.29	-----	4,000.00	32,475.00	-----	-----	-----	2,841.32	15,033,526.61
Washington.....	10,032,591.70	\$1,386,434.14	4,000.00	30,706.67	1,380.00	\$113.40	144.63	1,000.00	11,456,370.64
Total.....	135,807,072.43	1,386,434.14	72,000.00	382,042.16	17,175.00	113.40	368.03	18,687.91	137,683,893.07

TABLE NO. 4.—Amount disbursed at United States pension agencies during the fiscal year, etc.—Continued.

Agencies.	Navy pensions.			Arrears of pensions.			Adjusting quarterly pension payments.	Grand total
	Pensions.	Fees of examining surgeons.	Total.	Army.	Navy.	Total.		
Augusta	\$804, 446. 77	-----	\$804, 446. 77	\$297. 87	-----	\$297. 87	-----	\$3, 004, 344. 58
Boston	-----	-----	-----	78. 40	-----	78. 40	-----	7, 924, 531. 11
Buffalo	595, 315. 33	-----	595, 315. 33	877. 07	-----	877. 07	\$1, 727. 20	6, 423, 534. 54
Chicago	-----	-----	-----	-----	-----	-----	908. 04	10, 235, 051. 73
Columbus	-----	-----	-----	-----	-----	-----	-----	15, 608, 956. 92
Concord	-----	-----	-----	26. 53	-----	26. 53	171. 00	2, 886, 919. 84
Des Moines	-----	-----	-----	770. 13	-----	770. 13	1, 806. 08	7, 904, 915. 27
Detroit	-----	-----	-----	-----	-----	-----	-----	7, 391, 892. 50
Indianapolis	-----	-----	-----	47. 87	-----	47. 87	1, 366. 46	10, 744, 965. 31
Knoxville	-----	-----	-----	421. 07	-----	421. 07	540. 36	6, 870, 276. 52
Louisville	-----	-----	-----	118. 93	-----	118. 93	130. 00	4, 520, 530. 78
Milwaukee	-----	-----	-----	-----	-----	-----	1, 208. 85	6, 751, 338. 23
New York	559, 706. 49	-----	559, 706. 49	-----	-----	-----	599. 90	7, 095, 140. 15
Philadelphia	436, 677. 59	-----	436, 677. 59	446. 40	-----	446. 40	950. 14	7, 670, 672. 15
Pittsburg	-----	-----	-----	632. 26	-----	632. 26	928. 25	6, 020, 241. 60
San Francisco	108, 526. 00	-----	108, 526. 00	-----	-----	-----	-----	2, 659, 409. 68
Topeka	-----	-----	-----	868. 53	-----	868. 53	675. 00	15, 035, 070. 14
Washington	723, 868. 07	\$25, 690. 93	749, 559. 00	1, 017. 00	-----	1, 017. 00	-----	12, 206, 946. 54
Total	3, 228, 540. 25	25, 690. 93	3, 254, 231. 18	5, 602. 06	-----	5, 602. 06	11, 011. 28	140, 954, 737. 59

In addition to the above there were disbursed during the fiscal year ending June 30, 1892, the following sums chargeable to the appropriations for the fiscal year ending June 30, 1891:

Fees of examining surgeons' Army pensions	\$304, 073. 33
Fees of examining surgeons' Navy pensions	13, 258. 60
Total	317, 331. 93

TABLE NO. 5.—Statement of amount paid for pensions under the general law.

Agencies.	Army pensions.			Navy pensions.			Grand total.
	Invalids.	Widows and others.	Total.	Invalids.	Widows and others.	Total.	
Augusta	\$1,826,393.77	\$605,395.22	\$2,431,788.99	-----	-----	-----	\$2,431,788.99
Boston	2,980,345.53	1,608,862.70	4,589,208.23	-----	\$139,039.60	\$423,241.79	5,012,450.02
Buffalo	3,163,784.99	1,242,618.27	4,406,403.26	-----	-----	-----	4,406,403.26
Chicago	4,790,647.56	1,577,161.16	6,367,808.72	185,225.06	78,059.33	264,284.39	6,632,093.11
Columbus	7,369,277.72	2,659,439.89	10,028,717.61	-----	-----	-----	10,028,717.61
Concord	1,704,939.34	557,560.32	2,262,499.66	-----	-----	-----	2,262,499.66
Des Moines	4,065,074.26	823,979.29	4,889,053.55	-----	-----	-----	4,889,053.55
Detroit	4,037,660.42	1,008,277.35	5,045,937.77	-----	-----	-----	5,045,937.77
Indianapolis	6,602,687.81	1,758,392.95	8,361,080.76	-----	-----	-----	8,361,080.76
Knoxville	1,889,085.51	1,066,360.24	2,955,445.75	-----	-----	-----	2,955,445.75
Louisville	1,699,771.97	828,612.92	2,528,384.89	-----	-----	-----	2,528,384.89
Milwaukee	3,559,300.56	804,518.14	4,363,818.70	-----	-----	-----	4,363,818.70
New York City	2,437,974.00	1,321,942.85	3,759,916.85	130,208.43	91,674.83	221,883.26	3,981,800.11
Philadelphia	2,675,546.24	1,311,831.54	3,987,377.78	129,773.80	81,424.06	211,197.86	4,198,575.64
Pittsburg	2,435,208.21	865,085.67	3,300,293.88	-----	-----	-----	3,300,293.88
San Francisco	859,482.79	207,622.51	1,067,105.30	34,322.08	15,903.63	50,225.71	1,117,331.01
Topeka	5,856,521.87	1,618,636.32	7,475,158.19	-----	-----	-----	7,475,158.19
Washington	4,255,757.00	1,104,818.14	5,360,575.14	180,324.65	144,927.46	325,252.11	5,685,827.25
Total	62,209,459.55	20,971,115.48	83,180,575.03	945,056.21	551,028.91	1,496,085.12	84,676,660.15

TABLE NO. 6.—Statement of amount paid for pensions under the act of June 27, 1890.

Agency.	Army pensions.			Navy pensions.			Grand total.
	Invalids.	Widows and others.	Total.	Invalids.	Widows and others.	Total.	
Augusta	\$375, 296. 84	\$120, 307. 56	\$495, 514. 40	---	---	---	\$495, 514. 40
Boston	1, 747, 532. 87	668, 179. 28	2, 415, 712. 15	---	---	---	2, 796, 917. 13
Buffalo	1, 582, 162. 56	333, 336. 73	1, 915, 499. 29	---	---	---	1, 915, 499. 29
Chicago	2, 687, 538. 85	382, 121. 60	3, 069, 660. 45	277, 908. 66	53, 122. 28	331, 030. 94	3, 400, 691. 39
Columbus	4, 595, 796. 27	784, 525. 41	5, 380, 321. 68	---	---	---	5, 380, 321. 68
Concord	472, 825. 26	104, 283. 19	577, 108. 45	---	---	---	577, 108. 45
Des Moines	2, 655, 339. 87	246, 411. 96	2, 901, 751. 83	---	---	---	2, 901, 751. 83
Detroit	2, 014, 671. 02	246, 403. 99	2, 261, 075. 01	---	---	---	2, 261, 075. 01
Indianapolis	1, 916, 562. 55	302, 140. 10	2, 218, 702. 65	---	---	---	2, 218, 702. 65
Knoxville	2, 693, 169. 69	393, 140. 40	3, 086, 310. 09	---	---	---	3, 086, 310. 09
Louisville	1, 542, 860. 88	298, 988. 88	1, 842, 849. 76	---	---	---	1, 842, 849. 76
Milwaukee	2, 114, 037. 26	197, 870. 75	2, 311, 908. 01	---	---	---	2, 311, 908. 01
New York City	1, 898, 227. 07	731, 623. 54	2, 629, 850. 61	242, 254. 99	95, 568. 24	337, 823. 23	2, 967, 673. 84
Philadelphia	2, 445, 269. 17	682, 172. 48	3, 127, 441. 65	159, 808. 81	65, 670. 92	225, 479. 73	3, 352, 921. 38
Pittsburg	2, 272, 393. 98	371, 524. 22	2, 643, 918. 20	---	---	---	2, 643, 918. 20
San Francisco	1, 103, 612. 57	90, 676. 00	1, 194, 288. 57	49, 195. 77	9, 104. 52	58, 300. 29	1, 252, 588. 86
Topeka	6, 473, 292. 87	753, 475. 68	7, 226, 768. 55	---	---	---	7, 226, 768. 55
Washington	3, 906, 840. 96	469, 993. 88	4, 376, 834. 84	339, 890. 00	58, 725. 96	398, 615. 96	4, 775, 450. 80
Total	42, 498, 340. 54	7, 177, 175. 65	49, 675, 516. 19	1, 346, 730. 48	385, 724. 65	1, 732, 455. 13	51, 407, 971. 32

TABLE 7.—*Number and amount of first payments on each class of certificates made during fiscal year 1892 by pension agents to each class of pensioners.*

Class of cases.	Original.		Increase and additional.		Reissue.		Restoration and renewal.		Number and total amount of first payments during year.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Army, general law	18,307	\$5,880,016.82	34,479	\$1,413,942.77	7,490	\$2,431,323.77	1,068	\$446,143.39	61,344	\$10,171,426.75
	7,500	5,748,701.26	22	6,534.85	244	202,677.82	116	97,879.44	7,882	6,055,793.37
Navy, general law	452	144,512.22	460	34,322.62	115	30,136.72	33	9,187.30	1,060	218,158.86
	143	83,539.03	1	32.93	8	12,931.05			152	96,503.01
Army, act June 27, 1890	162,572	20,566,476.24	30,062	2,341,079.73	417	38,234.60	920	111,184.97	193,971	23,056,975.54
	33,499	4,436,981.81	80	5,153.32	31	1,265.59	97	12,260.90	33,707	4,455,661.62
Navy, act June 27, 1890	5,205	626,675.83	533	31,366.69	27	1,008.32	12	1,388.93	5,777	660,439.77
	1,565	170,959.89	1	39.00	2	32.60	2	142.40	1,570	171,173.89
War of 1812			2	43.14					2	43.14
	43	46,442.89							43	46,442.89
War with Mexico	410	89,944.70			3	197.07			416	90,574.04
	536	90,037.47			3	937.33			539	90,974.80
Total	230,232	37,884,288.16	65,640	3,832,515.05	8,340	2,718,744.87	2,251	678,619.60	306,463	45,114,167.68

Amount paid as fees to attorneys, \$3,112,321.60; average value of all original payments during year, \$161.55; average value of original payments in act June 27, 1890, cases, \$127.19; average value of original payments in general-law cases, \$441.14.

TABLE 8.—*Number of cases on hand at the pension agencies and unpaid June 30, 1892, with the amount of the first payment therein.*

Class of cases.	Original.		Increase and additional.		Reissue.		Restoration and renewal.		Total number of certificates unpaid and the amount due thereon June 30, 1892.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Army, general law	1,003	\$316,444.86	2,491	\$103,574.40	281	\$99,509.71	114	\$38,385.82	3,889	\$557,914.79
	436	333,815.74	6	822.00	14	4,491.52	12	5,389.87	468	344,519.13
Navy, general law	14	4,099.07	35	1,013.70	13	1,296.86	4	483.60	66	6,893.23
	9	10,584.04			1	60.60			10	10,644.64
Army, act June 27, 1890	10,132	1,257,816.13	3,755	309,475.87	34	4,834.61	99	13,729.93	14,020	1,585,856.54
	1,631	259,945.00	1	64.93			14	2,225.93	1,646	262,035.86
Navy, act June 27, 1890	150	19,640.94	30	1,900.31	2	30.94	1	150.00	183	21,722.19
	72	8,879.02							72	8,879.02
War of 1812										
	6	9,291.35	1	5.40			1	934.00	8	10,230.75
War with Mexico	33	7,459.69							33	7,459.69
	40	6,078.92							40	6,078.92
Total	13,526	2,233,854.76	6,319	416,856.61	345	110,224.24	245	61,299.15	20,435	2,822,234.76

Average value of all original payments due but not made June 30, 1892, \$165.15; average value of first payments in original act June 27, 1890, cases due but not made June 30, 1892, \$129; average value of first payments in original general-law cases, due but not made June 30, 1893, \$446.32.

TABLE NO. 9.—*Statement of amounts paid for pensions to the survivors of the war of 1812 and to the widows of those who served in that war, since 1871, and to the survivors of the war with Mexico and to the widows of those who served in that war, since 1887.*

Fiscal year of—	War of 1812.			War with Mexico.		
	Survivors.	Widows.	Total disbursements.	Survivors.	Widows.	Total disbursements.
1871 (from Feb. 14, 1871)	\$2,555.05	\$511.00	\$3,066.05	-----	-----	-----
1872	1,977,415.84	335,993.63	2,313,409.47	-----	-----	-----
1873	2,078,606.98	689,303.59	2,767,910.57	-----	-----	-----
1874	1,588,832.95	616,026.40	2,204,849.35	-----	-----	-----
1875	1,355,599.86	533,000.21	1,888,600.07	-----	-----	-----
1876	1,089,037.18	445,772.95	1,534,810.13	-----	-----	-----
1877	934,657.82	361,548.91	1,296,206.73	-----	-----	-----
1878 (from Mar. 9, 1878)	768,918.47	294,572.05	1,063,490.52	-----	-----	-----
1879	1,014,525.66	2,192,699.54	3,207,225.20	-----	-----	-----
1880	790,710.39	2,658,058.14	3,448,768.53	-----	-----	-----
1881	621,612.80	2,381,800.95	3,003,413.75	-----	-----	-----
1882	478,274.85	2,024,207.63	2,502,482.48	-----	-----	-----
1883	357,334.81	1,882,542.41	2,239,877.22	-----	-----	-----
1884	278,888.85	1,686,302.09	1,965,190.94	-----	-----	-----
1885	207,782.80	1,518,202.39	1,725,985.19	-----	-----	-----
1886	144,389.59	1,458,896.44	1,603,286.03	-----	-----	-----
1887	105,837.01	1,765,582.36	1,871,419.37	\$53,148.68	\$2,458.08	\$55,606.76
1888	73,659.48	1,596,604.96	1,670,264.44	1,861,756.07	583,056.28	2,444,812.35
1889	52,800.27	1,397,487.03	1,450,287.36	1,796,899.30	693,572.45	2,490,471.75
1890	38,847.09	1,263,239.37	1,302,086.46	1,728,027.54	695,054.90	2,423,082.44
1891	22,504.64	1,040,284.41	1,062,789.05	1,622,114.75	695,314.52	2,317,429.27
1892	11,908.93	827,080.53	838,989.46	1,425,258.18	686,733.57	2,111,991.75
Total	13,994,701.32	26,969,707.05	40,964,408.37	8,487,204.52	3,356,189.80	11,843,394.32

TABLE NO. 10.—*A classified statement of the number of pensioners on the rolls of each agency compared with the number on the rolls June 30, 1891.*

Location of agency.	General law.				Act of June 27, 1890.			
	Army.		Navy.		Army.		Navy.	
	In- valids.	Wid- ows, etc.	In- valids.	Wid- ows, etc.	In- valids.	Wid- ows, etc.	In- valids.	Wid- ows, etc.
Topeka.....	34,680	7,118			42,062	4,571		
Columbus.....	42,752	11,874			29,611	4,587		
Chicago.....	33,017	8,371	1,063	355	18,799	2,478	2,009	426
Indianapolis.....	41,868	8,873			12,924	1,868		
Washington.....	21,809	4,992	946	540	25,123	2,766	2,185	415
Des Moines.....	27,541	4,466			18,190	1,536		
Philadelphia.....	17,627	7,390	768	414	17,569	4,478	1,264	529
Boston.....	19,684	9,144	1,372	784	10,857	4,209	1,877	763
Knoxville.....	10,893	4,905			19,580	2,605		
New York.....	16,485	7,414	725	471	11,954	4,650	1,673	720
Milwaukee.....	24,495	4,808			13,914	1,216		
Buffalo.....	22,632	7,332			10,886	2,214		
Pittsburg.....	16,966	5,384			16,489	2,306		
Detroit.....	22,226	4,874			12,399	1,555		
Louisville.....	9,660	3,895			11,123	1,773		
Concord.....	11,727	3,712			3,232	690		
Augusta.....	10,532	3,374			2,287	680		
San Francisco.....	5,154	754	172	36	6,735	514	326	64
Total number of pensioners.....	339,748	108,680	5,046	2,600	283,734	44,696	9,334	2,917
Increase during year.....		120		32	186,598	32,487	5,358	1,481
Decrease during year.....	23,849		403					

Location of agency.	War of 1812.		War with Mexico.		Number of pensioners on the rolls June 30, 1892.	Number of pen- sioners on the rolls June 30, 1891.
	Sur- vivors.	Widows.	Sur- vivors.	Widows.		
Topeka.....	11	331	1,957	830	91,560	62,550
Columbus.....	11	469	506	268	90,078	72,862
Chicago.....	5	254	965	543	68,285	54,336
Indianapolis.....	1	252	641	328	66,755	57,771
Washington.....	16	789	1,355	504	61,440	46,001
Des Moines.....	7	140	555	203	52,638	40,541
Philadelphia.....	1	263	357	263	50,923	37,329
Boston.....	7	558	201	126	49,582	37,638
Knoxville.....	24	1,315	4,412	2,628	46,362	32,816
New York.....	17	432	451	263	45,255	32,491
Milwaukee.....	5	91	303	112	44,944	34,941
Buffalo.....	21	479	128	64	43,756	36,317
Pittsburg.....	4	186	191	107	41,633	32,020
Detroit.....	7	203	206	99	41,569	33,867
Louisville.....	8	281	717	404	27,861	21,440
Concord.....	7	227	53	24	19,672	17,139
Augusta.....	10	334	49	31	17,297	15,764
San Francisco.....	3	47	2,168	485	16,458	10,337
Total number of pensioners.....	165	6,651	15,215	7,282	876,068	676,160
Increase during year.....				306	199,908	
Decrease during year.....	119	939	1,164			

Table No. 11. List of pension agencies, with location, geographical limits, and names of pension agents, showing the balance of funds in the hands of each agent June 30, 1892.

Location.		Name of agent.	Amount.	Geographical limits.
City.	State.			
Augusta	Maine	Joseph A. Clark	\$17,070.49	The State of Maine; Navy pensioners in this district are paid at Boston, Mass.
Boston	Massachusetts	William H. Osborne	87,469.86	The States of Connecticut, Massachusetts, and Rhode Island, and all Navy pensioners residing in this and the Augusta and Concord districts.
Buffalo	New York	Jacob Schenkelberger.	60,567.13	The counties in the State of New York not in the New York City district; all Navy pensioners in the State are paid at New York City.
Chicago	Illinois	Isaac Clements	141,369.31	The State of Illinois, and all Navy pensioners residing in this and the Columbus, Des Moines, Detroit, Indianapolis, Louisville, Milwaukee, and Topeka districts.
Columbus	Ohio	John G. Mitchell	199,067.63	The State of Ohio; Navy pensioners in this district paid at Chicago.
Concord	New Hampshire	Thomas P. Cheney	234,088.16	The States of New Hampshire and Vermont; Navy pensioners in this district paid at Boston.
Des Moines	Iowa	Stephen A. Marine	81,690.81	The States of Iowa and Nebraska; Navy pensioners in this district paid at Chicago.
Detroit	Michigan	Edward H. Harvey	67,740.11	The State of Michigan; Navy pensioners in this district paid at Chicago.
Indianapolis	Indiana	Nicholas Ensley	333,818.05	The State of Indiana; Navy pensioners in this district paid at Chicago.
Knoxville	Tennessee	William Rule	11,763.84	The States of Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Texas; Navy pensioners in this district paid at Washington, D. C.
Louisville	Kentucky	C. J. Walton	51,211.01	The State of Kentucky; Navy pensioners in this district paid at Chicago.
Milwaukee	Wisconsin	Levi E. Pond	112,213.62	The States of Minnesota, North Dakota, South Dakota, and Wisconsin; Navy pensioners in this district paid at Chicago.
New York	New York	Frank C. Loveland	76,409.75	The counties in the State of New York of Albany, Clinton, Columbia, Delaware, Dutchess, Essex, Greene, Kings, Queens, New York, Orange, Putnam, Richmond, Rensselaer, Rockland, Saratoga, Schenectady, Sullivan, Suffolk, Ulster, Warren, Washington, and Westchester; all Navy pensioners in the State of New York, and all pensioners residing in the counties of the State of New Jersey of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Passaic, Somerset, Sussex, Union, and Warren.
Philadelphia	Pennsylvania	William H. Shelmire	47,183.89	The counties in the State of Pennsylvania, of Berks, Bradford, Bucks, Carbon, Chester, Columbia, Dauphin, Delaware, Lackawanna, Lancaster, Lebanon, Lehigh, Luzerne, Monroe, Montgomery, Montour, Northampton, Northumberland, Philadelphia, Pike, Schuylkill, Sullivan, Susquehanna, Wayne, Wyoming, and York; all Navy pensioners in the State of Pennsylvania, and all pensioners residing in the counties in the State of New Jersey of Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Mercer, Ocean, and Salem.
Pittsburg	Pennsylvania	Herbert H. Bengough.	68,085.33	The counties in the State of Pennsylvania not in the Philadelphia district; all Navy pensioners in the State are paid at Philadelphia.
San Francisco	California	John C. Currier	45,837.32	The States of California, Idaho, Montana, Nevada, Oregon, Washington, and Wyoming, the Territories of Alaska, Arizona, and Utah, including the Navy pensioners.
Topeka	Kansas	Bernard Kelly	140,400.99	The States of Colorado, Kansas, and Missouri, the Territories of New Mexico, Oklahoma, and the Indian Territory; Navy pensioners in this district are paid at Chicago.
Washington	District of Columbia	Sidney L. Willson	173,045.50	The States of Delaware, Maryland, Virginia, and West Virginia, and the District of Columbia; the inmates of the branches of the National Soldiers' Home and pensioners residing in foreign countries, and all Navy pensioners in this and the Knoxville district.
			1,949,032.80	

TABLE NO. 12.—Number of pension claims filed and allowed each year since July, 1861, and the number of pensioners on the rolls at the close of each year, together with the annual amount paid on account of pensions since July 1, 1860.

Fiscal year end- ing June 30—	Army.		Navy.		Army and Navy.		War of 1812.				Total number of appli- cations filed.	Total number of claims allowed.	Number of pensioners on the roll.			Disburse- ments.
	Applications filed.		Applications filed.		Claims allowed.		Applications filed.		Claims allowed.				Invalids.	Wid- ows.	Total.	
	Invalids.	Wid- ows, etc.	Invalids.	Wid- ows, etc.	Surviv- ors.	Wid- ows.	Surviv- ors.	Wid- ows.								
1861	1,362	1,000	60	65	413	49						4,337	4,299	8,636	\$1,072,461.55	
1862	26,380	22,377	290	285	4,121	3,763						4,341	3,818	8,159	790,384.76	
1863	20,263	32,627	385	324	17,041	22,446						7,821	6,970	14,791	1,025,139.91	
1864	27,299	44,464	455	466	15,212	24,959						23,479	27,656	51,135	4,504,616.92	
1865	35,799	28,732	350	375	22,883	27,294						35,880	50,106	85,986	8,525,153.11	
1866	15,905	20,265	250	333	16,589	19,893						55,652	71,070	126,722	13,459,996.43	
1867	7,292	13,099	170	207	9,460	19,461						69,565	83,618	153,183	18,619,956.46	
1868	11,035	14,496	290	245	7,292	15,904						75,957	93,686	169,643	24,010,981.99	
1869	12,991	11,400	260	200	5,721	12,500						82,859	105,104	187,963	28,422,884.08	
1870	8,837	8,985	190	142	7,934	8,399						87,521	111,165	198,686	27,780,811.81	
1871	8,857	6,755	240	178	6,468	7,244						93,394	114,101	207,495	33,077,383.63	
1872	8,728	6,427	248	120	6,551	4,073						113,954	118,275	232,229	30,169,341.00	
1873	9,302	5,603	228	151	5,937	3,152						119,500	118,911	238,411	29,185,289.62	
1874	11,926	5,294	310	178	5,760	4,736						121,628	114,613	236,241	30,593,749.56	
1875	17,030	5,264	344	130	5,360	4,376						122,989	111,832	234,821	29,683,116.63	
1876	16,532	5,269	271	97	7,282	3,861						124,239	107,898	232,137	28,351,599.69	
1877	18,812	6,661	300	131	7,414	3,550						128,723	103,381	232,104	28,580,157.04	
1878	36,835	9,767	599	215	7,242	3,379						131,649	92,349	223,998	26,844,415.18	
1879	110,673	25,602	1,361	559	10,176	4,455						138,615	101,140	242,755	33,780,526.19	
1880	18,455	10,527	515	225	21,394	3,920						145,410	105,392	250,802	57,240,540.14	
1881	29,004	10,349	472	211	22,946	3,999						164,110	104,420	268,830	50,626,538.51	
1882	35,039	11,878	777	251	32,014	5,303						182,633	103,064	285,697	54,296,280.54	
1883	28,962	11,289	671	244	27,414	6,366						206,042	97,616	303,658	60,431,972.85	
1884	27,959	11,557	725	277	27,580	7,743						225,470	97,286	323,756	57,273,536.74	
1885	35,202	13,238	862	265	31,937	8,610						247,146	97,979	345,125	65,693,706.72	
1886	36,484	15,759	836	338	35,283	11,217						270,346	95,437	365,783	64,584,270.45	
1887	47,505	18,444	427	427	35,843	10,816						306,298	99,709	406,007	74,815,486.85	
1888	52,152	23,597	1,312	579	36,830	11,924						343,701	108,856	452,557	79,646,146.37	
1889	71,570	28,365	2,162	788	50,395	14,612						373,699	116,026	489,725	89,131,968.44	
1890	20,519	17,521	1,404	590	41,381	11,914						415,654	122,290	537,944	106,493,890.19	
1891	17,432	15,765	742	404	17,876	7,287						536,821	139,339	676,160	118,548,959.71	
1892	826,141	462,376	18,330	9,000	549,749	297,205						703,242	172,826	876,068	141,086,948.84	
Total	826,141	462,376	18,330	9,000	549,749	297,205	34,939	45,083	25,709	35,393	1,915,334	1,236,291			1,418,348,211.91	

In the total number of applications filed in 1892 are included 131,484 invalids and 31,282 widows, etc., under the act of June 27, 1890, and 395 survivors and 759 widows of the war with Mexico. In the number of claims allowed in 1892 are included 162,896 invalids, and 34,974 widows, etc., under the act of June 27, 1890, and 416 survivors and 550 widows of the war with Mexico. In the number of pensioners on the roll under the heads of "invalids" and "widows," etc., are included pensioners under, the act of June 27, 1890, and survivors and widows of the war of 1812, respectively, commencing with the year 1871, and survivors and widows of the war with Mexico, commencing with the year 1887.

TABLE NO. 13.—*Army invalid claims under the general law allowed each year since each year and allowed in the report years, giving also the whole number filed each year*

Years in which claims were filed.	The several years in which the claims were allowed and the number allowed each year.																
	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
1862	305	258	131	27	19	20	12	11	12	20	6	6	16	4	5	7	4
1863		3,657	9,331	1,138	517	395	235	185	143	293	156	110	129	159	121	139	147
1864			7,303	3,459	844	562	253	166	114	239	139	96	107	101	84	126	109
1865				10,045	7,819	1,863	685	417	223	382	198	132	100	92	96	113	122
1866					12,724	9,292	2,511	1,150	529	732	440	251	211	185	145	187	202
1867						3,586	3,626	1,132	525	724	349	356	149	153	88	154	139
1868							1,641	1,692	421	502	218	196	172	89	56	62	59
1869								2,238	2,208	1,284	493	300	182	142	124	97	102
1870									1,040	3,094	1,639	799	441	273	167	197	132
1871										342	1,946	1,055	438	348	214	149	125
1872											434	1,638	1,018	371	278	276	214
1873												1,322	1,762	674	342	461	253
1874													794	1,869	606	593	243
1875														937	2,243	1,169	483
1876															624	2,595	1,844
1877																777	2,217
1878																	908
1879																	
1880																	
1881																	
1882																	
1883																	
1884																	
1885																	
1886																	
1887																	
1888																	
1889																	
1890																	
1891																	
1892																	
Total	305	3,915	16,765	14,669	21,923	15,718	8,963	6,991	5,215	7,612	6,018	6,261	5,519	5,397	5,193	7,102	7,303

NOTE.—The total number, 17,425, of claims allowed in 1892 excludes 26 old war

July 1, 1861, showing in each year's allowance the number of those which were filed and the percentage of the number allowed out of those filed each year.

The several years in which the claims were allowed and the number allowed each year.

1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	Total.
5	24	78	38	18	9	16	15	17	9	10	7	16	5	1,130
135	281	415	392	384	263	280	269	248	230	191	195	150	69	20,357
100	228	395	328	305	240	264	220	226	194	142	138	121	49	16,652
92	172	335	234	284	189	204	168	160	110	125	121	85	32	24,598
158	257	477	368	335	255	236	219	208	177	136	130	125	56	31,696
104	190	339	281	262	202	263	187	184	131	107	97	77	38	13,443
49	109	177	99	124	93	190	80	92	61	52	51	31	24	6,340
54	143	312	267	208	180	282	141	141	115	92	90	69	43	9,307
121	220	451	379	319	243	363	233	234	164	138	115	123	50	10,935
100	228	368	293	243	218	241	211	165	125	116	116	78	35	7,154
153	251	404	328	288	231	314	226	193	144	116	110	81	39	7,107
123	257	454	330	274	209	221	197	186	161	103	136	93	31	7,589
188	328	497	384	312	213	385	254	213	169	117	128	110	33	7,436
273	455	756	559	478	349	461	323	277	239	158	176	137	52	9,525
608	758	1,219	905	773	578	630	570	565	413	316	338	267	77	13,080
1,464	1,063	1,570	1,050	1,006	709	740	698	618	444	331	340	284	79	13,390
2,568	1,806	2,385	1,400	986	888	879	816	773	559	413	475	326	111	15,293
778	2,685	7,767	4,865	4,116	2,298	2,045	1,819	1,618	1,065	836	870	605	205	31,572
-----	263	2,358	9,825	17,626	12,277	9,706	9,529	7,880	5,613	3,895	4,159	2,814	999	86,944
-----	-----	155	157	1,350	1,651	1,499	1,555	1,463	1,109	909	1,030	799	259	11,936
-----	-----	-----	133	1,485	2,326	2,245	2,667	2,526	2,038	1,512	1,709	1,288	427	18,296
-----	-----	-----	-----	582	2,579	2,517	3,279	3,188	2,720	2,090	2,303	1,695	618	21,571
-----	-----	-----	-----	-----	917	2,434	3,092	2,736	2,363	1,834	1,929	1,380	521	17,206
-----	-----	-----	-----	-----	-----	810	3,901	3,443	2,696	2,308	2,182	1,429	503	17,002
-----	-----	-----	-----	-----	-----	-----	883	5,842	5,423	3,849	3,714	2,163	698	22,572
-----	-----	-----	-----	-----	-----	-----	-----	1,506	6,383	5,317	4,967	2,826	948	21,947
-----	-----	-----	-----	-----	-----	-----	-----	-----	2,234	9,499	9,240	4,476	1,626	27,075
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	1,557	12,180	7,784	2,555	24,076
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	2,407	10,375	5,232	18,014
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	706	1,804	2,510
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	207	207
7,073	9,718	20,912	22,615	31,758	27,117	27,225	31,552	34,702	35,089	35,999	49,453	40,453	17,425	535,960

invalids, which are included in the number of army invalids, as reported in Table I.

Years in which claims were filed.	Number of invalid claims filed each year.	Per cent of claims allowed of each year's filing.	Years in which claims were filed.	Number of invalid claims filed each year.	Per cent of claims allowed of each year's filing.
1862.....	1,362	82.9	1879.....	36,835	85.6
1863.....	26,380	77.1	1880.....	110,673	78.5
1864.....	20,263	82.1	1881.....	18,455	64.4
1865.....	27,299	90.1	1882.....	29,004	63.4
1866.....	35,799	88.5	1883.....	35,039	61.5
1867.....	15,905	84.6	1884.....	28,962	59.4
1868.....	7,292	86.9	1885.....	27,959	61.5
1869.....	11,035	84.3	1886.....	35,202	64.1
1870.....	12,991	84.1	1887.....	36,204	74.7
1871.....	8,837	80.9	1888.....	47,349	58.4
1872.....	8,857	80.2	1889.....	51,919	46.4
1873.....	8,728	86.9	1890.....	71,318	25.2
1874.....	9,302	79.9	1891.....	20,199	12.4
1875.....	11,926	79.8	1892.....	17,254	1.2
1876.....	17,030	76.7	Total.....	824,722	-----
1877.....	16,532	80.9			
1878.....	18,812	82.0			

TABLE NO. 14.—Statement showing the different monthly rates of pension and the number pensioned at each rate of the Army and Navy invalids and of the Army and Navy widows, minors, and dependents (War of 1861) on the rolls, under the general law, June 30, 1892, and a similar classification of those on the rolls at the same date under the act June 27, 1890.

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Rate.	Invalids.			Widows, etc.			Rate.	Invalids.			Widows, etc.		
	Army.	Navy	Total.	Army.	Navy	Total.		Army.	Navy	Total.	Army.	Navy	Total.
\$1.00	13	1	14				\$16.75	19		19			
2.00	12,950	127	13,077				17.00	23,809	245	24,054	2,450	4	2,454
2.25	1		1				17.25	1	2	3			
2.50	2		2				17.50	17	7	24			
2.66 $\frac{2}{3}$	7		7				17.75	3		3			
3.00	789	25	814				18.00	2,102	26	2,128	63	1	64
3.12 $\frac{1}{2}$	1		1				18.25		3	3			
3.25		1	1				18.50	12	1	13			
3.75	135	4	139				18.75	103	5	108			
4.00	47,745	553	48,298				19.00	8	2	10			
4.25	176		176				19.25	6		6			
4.50	1		1				19.50		3	3			
5.00	619	46	665				20.00	5,273	137	5,410	2,577	159	2,736
5.25	37		37				20.25	1		1			
5.33 $\frac{1}{3}$	7	1	8				20.50	2	1	3			
5.66 $\frac{2}{3}$	5		5				20.75	2	2	4			
5.75	8		8				21.00	4	1	5			
6.00	43,621	401	43,662				21.25	3		3			
6.25	37	1	38				21.50	2	1	3			
6.37 $\frac{1}{2}$	3		3				22.00	3,164	76	3,240			
6.75	1		1				22.50	100	5	105			
7.00	86	1	87				23.25	3		3			
7.25	4	1	5				23.75	1		1			
7.50	406	5	411				24.00	21,743	285	22,028	3		3
7.75	10	1	11				24.50	2	1	3			
8.00	72,748	927	73,675	472	14	486	25.00	3,001	89	3,090	715	129	844
8.12 $\frac{1}{2}$	1		1				25.25	2		2			
8.25	10		10				25.75		2	2			
8.50	540		540				26.25	4		4			
8.62 $\frac{1}{2}$	1		1				26.75	1	2	3			
8.75	3	1	4				27.00	965	26	991			
9.00	508	3	511				27.50	7		7			
9.25	10		10				28.00	1		1			
9.50	11	7	18				28.50	1		1			
9.75	5	4	9				28.75	1		1			
10.00	33,276	432	33,708	2	1	3	29.50		1	1			
10.20	1		1				30.00	15,574	244	15,818	675	209	884
10.25	9	2	11				30.75		1	1			
10.50	6	8	14				31.00	1	2	3			
10.62 $\frac{1}{2}$	1		1				31.25	43		43			
10.66 $\frac{2}{3}$	1		1				32.00		3	3	1		1
10.75	1	11	12				32.50		6	6			
11.00	70	6	76				33.00	1	2	3			
11.25	201	10	211				33.50		2	2			
11.33 $\frac{1}{3}$	3		3				35.00	3	4	7	2		2
11.50	17	4	21				35.50		3	3			
11.75	4	3	7				36.00	3,110	39	3,140			
12.00	49,768	589	50,357	100,152	1,884	102,036	37.00		1	1			
12.12 $\frac{1}{2}$	1		1				37.50				1		1
12.25	13		13				38.50		1	1			
12.50	142	28	170	1		1	40.00	49	1	50	14	4	18
12.75	334	1	335				40.25		1	1			
13.00	585	8	593				45.00	2,533	22	2,555	2		2
13.25	5	7	12				48.00	1		1			
13.33 $\frac{1}{3}$	4		4				49.00	2		2			
13.50	28	6	34				50.00	284	1	285	65	66	131
13.75	6	1	7				53.00	1		1			
14.00	18,999	177	19,176	2		2	55.00	1		1			
14.25	21	2	23				57.00	1		1			
14.50	4	5	9				60.00	13		13	1		1
14.75	5		5				72.00	3,156	97	3,253			
15.00	2,947	95	3,042	1,453	123	1,576	75.00				5		5
15.25		1	1				100.00	26	3	29	15	3	18
15.50	3	2	5				166.66 $\frac{2}{3}$				6	1	7
15.75		5	5				208.33 $\frac{1}{3}$				1		1
16.00	17,610	172	17,782	1	1	2	416.66 $\frac{2}{3}$				2		2
16.25	9	1	10										
16.50	11	4	15				Total.	389,748	5,046	394,794	108,680	2,600	111,280

TABLE NO. 14.—Statement showing the different monthly rates of pension and the number pensioned at each rate, etc.—Continued.

ACT JUNE 27, 1890.

Rate.	Invalids.			Widows, etc.		
	Army.	Navy.	Total.	Army.	Navy.	Total.
\$6.00	53,773	1,918	55,691			
\$8.00	61,017	1,966	62,983	39,023	2,805	41,828
\$10.00	12,953	456	13,409			
\$12.00	155,991	4,994	160,985	5,673	112	5,785
Total	283,734	9,334	293,068	44,696	2,917	47,613

TABLE NO. 15.—The number of pensioners in each State and Territory of the United States and in each foreign country on the rolls June 30, 1892, and the amount paid for pensions during the fiscal year 1892 in each State and Territory and in each foreign country.

United States.	No.	Amount.	Foreign countries.	No.	Amount.
Alabama	2,775	\$400,729.44	Argentine Republic	1	\$645.33
Alaska Territory	16	2,226.80	Australia	21	3,149.20
Arizona Territory	412	65,268.07	Austria-Hungary	1	144.00
Arkansas	8,835	1,470,903.77	Belgium	11	1,650.00
California	11,292	2,204,934.69	Bermuda	2	311.00
Colorado	4,092	656,697.98	Brazil	4	478.13
Connecticut	10,956	1,238,256.83	British Columbia	27	1,927.60
Delaware	2,527	433,252.69	Bulgaria	3	480.00
District of Columbia	8,581	1,632,861.88	Canada	1,759	246,980.75
Florida	1,947	319,021.32	Central America	1	72.00
Georgia	1,868	274,117.65	Chile	8	797.93
Idaho	789	113,628.50	China	8	565.87
Illinois	63,230	9,343,996.80	Corea	1	360.00
Indiana	65,120	10,435,529.43	Cuba	7	744.00
Indian Territory	1,590	244,621.89	Denmark	17	2,099.20
Iowa	35,642	5,310,988.96	Fiji Islands	1	96.00
Kansas	42,402	6,986,591.03	France	67	8,747.15
Kentucky	27,708	4,465,812.11	Germany	583	80,354.27
Louisiana	3,099	494,120.08	Great Britain	618	85,004.02
Maine	18,256	3,272,112.77	Guatemala	1	96.00
Maryland	12,212	2,154,775.56	Hawaii	17	2,124.00
Massachusetts	34,787	6,319,957.66	India	1	111.47
Michigan	42,258	7,471,548.90	Italy	29	3,845.91
Minnesota	14,623	2,155,095.80	Japan	6	432.00
Mississippi	2,769	353,432.37	Liberia	1	360.00
Missouri	47,345	7,780,516.86	Madeira	2	288.00
Montana	977	143,259.83	Malta	2	144.00
Nebraska	16,746	2,486,030.03	Mauritius	3	456.00
Nevada	215	36,409.30	Mexico	41	4,860.25
New Hampshire	8,994	1,297,415.40	Netherlands	14	1,954.00
New Jersey	18,779	2,937,656.31	New Zealand	4	324.00
New Mexico Territory	918	149,340.88	Nicaragua	2	351.00
New York	77,920	11,762,390.64	Norway	22	2,246.00
North Carolina	3,461	495,187.91	Portugal	1	54.00
North Dakota	1,366	193,686.79	Roumania	1	240.00
Ohio	93,386	16,113,541.34	Russia	1	207.00
Oklahoma Territory	2,984	468,891.63	Spain	6	855.00
Oregon	3,452	425,063.97	South African Republic	1	288.00
Pennsylvania	85,370	12,506,167.92	Sweden	33	4,221.47
Rhode Island	3,690	437,880.18	Switzerland	70	9,302.10
South Carolina	1,209	171,126.27	West Indies	14	1,890.00
South Dakota	4,756	711,343.03			
Tennessee	17,031	2,434,508.73	Total	3,412	469,256.65
Texas	6,388	905,230.94	Addresses unknown	35	2,154.12
Utah Territory	692	89,737.84			
Vermont	9,662	1,406,633.79	Grand total	876,068	139,035,612.68
Virginia	6,078	1,047,952.16			
Washington	4,238	524,137.32			
West Virginia	12,290	2,158,703.12			
Wisconsin	26,382	3,977,258.60			
Wyoming	506	83,648.14			
Total	872,621	138,564,201.91			

TABLE NO. 17.—*Detailed report of work completed in the Army and Navy survivors' division from July 1, 1891, to June 30, 1892, inclusive, showing number of names, with post-office addresses, supplied to the adjudicating divisions, the special examination division, and to claimants or their attorneys.*

	Total names.	Total cases.	Special names.
Eastern division	24,438	2,732	1,122
Middle division	22,415	2,546	1,273
Western division	27,472	3,265	2,602
Southern division	21,136	2,453	668
Old War and Navy division	7,505	1,369	910
Special examination division	3,416	464	324
Miscellaneous calls division	51,374	9,136	9,418
Total	157,756	21,965	16,317

Total number of names, with post-office addresses, furnished in 21,965 cases	157,756
Addresses supplied to specified names	16,317
Circular lists of officers and comrades	9,136
Letters and circular letters	15,837
Circular cards sent out	394,635
Statistical cards prepared for printing office and filed	356,000
Statistical cards written from March 1, 1892	109,575
Calls on Adjutant-General U. S. A.	1,776
Calls on Surgeon-General U. S. A.	1,021
Calls on Navy Department	837
Post-office addresses of surgeons furnished during the year	3,359

TABLE NO. 18.—Report of the Mail Division for the fiscal year ending June 30, 1892.

	1891.						1892.						Total.
	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May.	June.	
RECEIVED.													
Original invalid cases*-----	1,887	1,855	1,825	1,684	1,454	1,454	1,423	1,682	1,911	1,608	1,439	1,370	19,592
Original widows' cases*-----	1,278	1,380	1,299	1,417	1,201	1,294	1,266	1,511	1,608	1,466	1,400	1,263	16,383
Original 1812 cases*-----	8	15	7	8	5	4	7	2	3	6	4	8	77
Original bounty land cases*-----	22	26	18	24	23	22	19	35	31	27	17	21	285
Original Navy cases*-----	98	86	107	94	83	78	78	96	80	94	74	54	1,022
Original old war cases and Mexican service-----	108	123	115	108	86	108	100	118	128	122	126	108	1,350
Applications for increase-----	9,756	9,108	8,894	9,435	11,752	12,894	10,477	8,301	8,543	7,504	7,305	7,072	111,041
Communications from the Departments-----	4,739	4,334	4,057	3,625	3,356	3,769	3,467	3,573	3,195	2,838	2,504	3,063	42,520
Applications, act June 27, 1890-----	20,007	18,811	18,119	15,664	11,845	13,731	14,120	18,066	20,714	17,846	16,238	15,746	200,907
Applications for accrued pension-----	624	545	553	683	605	699	791	1,097	1,145	998	883	835	9,458
Pieces of additional evidence-----	98,604	85,465	84,279	89,414	82,421	66,493	93,734	99,604	117,897	101,647	83,034	104,146	1,106,738
Fee agreements in duplicate-----	5,270	5,109	4,915	6,315	4,644	15,394	19,696	17,689	15,476	9,007	7,825	11,451	122,791
Applications for transfer-----	159	127	113	121	129	91	161	120	130	132	99	88	1,470
Applications for new certificate-----	195	177	206	193	203	185	221	193	176	244	175	168	2,336
Reports from A. J.utant-General-----	32,908	28,954	20,444	31,137	23,916	20,870	14,723	16,210	19,513	18,082	19,991	22,467	269,215
Reports from Surgeon-General-----	43	80	33	29	139	20	26	20	38	19	26	5	428
Miscellaneous letters (not inquiries)-----	15,476	14,843	17,794	19,347	15,387	15,702	19,521	20,019	23,401	19,893	18,613	21,463	221,459
Pension certificates returned by pension agents-----	5,750	4,214	6,843	4,762	7,947	9,125	15,011	3,454	3,253	8,436	4,666	5,008	78,469
Surgeons' certificates-----	41,845	34,825	36,200	42,154	36,754	39,102	32,949	35,455	29,102	29,486	23,396	26,802	408,070
Orders for medical examination returned-----	44,778	29,531	37,428	35,373	31,615	36,585	29,766	28,703	27,319	21,401	20,260	25,696	368,455
Accounts from examining surgeons-----	11,879	11,664	10,828	12,036	10,883	11,159	11,471	11,365	11,249	12,120	10,917	10,345	135,916
Reports and cases from special examiners-----	1,561	1,210	1,240	1,335	1,289	1,352	1,174	1,266	1,477	1,338	1,529	1,411	16,182
Reports from pension agents-----	145	161	159	157	140	161	129	119	108	106	124	113	1,622
Daily reports of special examiners-----	3,326	3,236	3,097	3,232	3,052	2,934	2,923	3,070	3,256	2,957	3,188	3,055	37,326
Credibility of witness circulars-----	3,840	3,378	3,636	5,034	4,155	4,755	5,303	5,756	8,945	8,249	5,680	6,574	65,305
Number of dead letters returned by Post-Office Department-----	8,128	6,440	7,740	8,260	10,223	11,437	10,794	9,794	5,530	3,648	3,414	3,585	88,993
Army and Navy survivors' cards-----	24,649	25,395	28,219	31,855	47,124	41,887	38,148	16,745	6,669	4,574	3,617	3,774	272,656
Congressional communications-----	8,012	8,009	8,555	7,790	7,819	17,671	25,230	29,691	31,840	24,458	14,553	14,585	198,213
Letters of inquiry-----	125,368	98,616	95,701	121,490	108,044	118,781	108,965	103,743	120,078	112,474	95,716	88,344	1,297,320
Money received in mail-----	\$1,854	\$614.63	\$2,022.47	\$755	\$1,916.89	\$1,336.28	\$662	\$715.34	\$1,333.88	\$4,225.91	\$467.45	\$1,201.40	\$17,105.25
Postage stamps received in mail-----	757	662	667	632	549	685	699	601	712	576	557	522	7,619
MISCELLANEOUS.													
Number of foreign letters sent (postage prepaid)-----	186	161	156	214	170	119	213	239	287	204	231	239	2,419
Total number of pieces received for the year-----	470,463	397,667	402,424	452,776	426,294	447,757	461,693	437,497	462,815	410,780	346,813	378,620	5,095,599
Total number of letters sent out for the year and cards-----	274,972	245,123	266,558	315,271	284,714	301,194	278,231	237,996	273,871	253,884	238,088	265,105	3,235,007
Calls on Adjutant-General sent (not included in letters sent)-----	28,015	27,385	20,757	30,775	24,508	19,305	15,530	16,916	18,939	18,042	22,656	19,167	261,995
Blanks sent (not included in letters sent)-----	1,630	1,296	1,260	5,036	1,070	1,301	1,790	1,442	1,663	1,573	1,699	729	20,489

*This includes duplicates.

TABLE NO. 21.—Operations of the special-examination service of the office, showing investigations made, etc., during the fiscal year ending June 30, 1892.

	Number of investi- gations made in 1891.	Expenses in 1891.	Number of investi- gations made in 1892.	Expenses in 1892.
Cases returned by special examiners in the field	24, 359		14, 461	
Expense of special examiners, subsistence		\$214, 886. 79		\$123, 346. 66
Expense of special examiners, travel, etc. (including cost of travel over subsidized railroads)		132, 713. 01		75, 910. 55
Total	24, 359	347, 599. 80	14, 461	199, 257. 21

Statement showing a comparison of work performed by special examiners, with cost of same, during fiscal years ending June 30, 1891 and 1892.

	1891.	1892.
Average number of examiners per month	198	114
Reports made	24, 359	14, 461
Average number of reports per examiner per month	10 $\frac{1}{4}$	10 $\frac{3}{4}$
Depositions taken	127, 089	71, 697
Average number of depositions per examiner per month	53 $\frac{5}{8}$	52 $\frac{3}{8}$
Expenses, exclusive of salary	\$347, 599. 80	\$199, 257. 21
Average cost of each report	14. 27	13. 78
Average cost of each deposition	2. 74	2. 78

Work accomplished by review section during fiscal years ending June 30, 1891 and 1892.

	1891.	1891.	1892.	1892.
Reviewers employed, average number of		7		5
Days employed		1, 820		1, 180
Cases submitted for admission		2, 097		1, 484
Cases submitted for rejection		236		118
Cases submitted for further examination		14, 027		8, 589
Cases otherwise disposed of		1, 171		1, 043
Cases reviewed		17, 511		11, 234
Circulars, calls, and letters to special examiners		1, 516		814
Cases in division July 1, 1891	10, 534		3, 517	
Cases received from July 1, 1891, to June 30, 1892	9, 319	19, 853	11, 035	14, 552
Cases submitted to board of review	12, 892		7, 115	
Cases sent to admitted files	95		54	
Cases sent to other divisions	3, 349	16, 336	1, 416	8, 585
Total number of cases in division July 1, 1891 and 1892		3, 517		5, 967
Cases detailed to special examiners in field:				
Original examination	8, 390		9, 637	
Further examination	16, 278		9, 053	
Criminal examination	230	24, 898	111	18, 801
Reports made by special examiners upon cases returned from the field		31, 450		16, 568

TABLE NO. 22.—Names of surviving widows of Revolutionary soldiers who have been regularly paid their pensions to the close of the fiscal year 1892, with their ages and places of residence at that date.

Name.	Age.	Name of soldier.	Service of soldier.	Town.	State.
Aldrich, Lovey	92	Aldrich, Caleb	New Hampshire and Rhode Island troops	Seattle	Washington.
Betz, Elizabeth	89	Betz, Peter	Pennsylvania troops	Harrisburg	Pennsylvania.
Brown, Mary	87	Brown, Joseph	do	Knoxville	Tennessee.
Cloud, Nancy	79	Cloud, William	Virginia troops	St. Paul	Virginia.
Dabney, Sarah	92	Dabney, John Q	do	Barry	Illinois.
Damon, Esther S	78	Damon, Noah	Massachusetts troops	Plymouth Union	Vermont.
Dunmore, Jane	91	Merrill, James	Connecticut troops	Broadalin	New York.
Gragg, Nancy	81	Gragg, William	Virginia troops	Collettsville	North Carolina.
Heath, Sally	87	Heath, William	North Carolina troops	Burnside	Kentucky.
Hurlburt, Sarah C*	74	Weeks, Elijah	Massachusetts troops	Chatham Valley	Pennsylvania.
Jones, Nancy	78	Darling, James	North Carolina troops	Jonesboro	Tennessee.
Mayo, Rebecca	79	Mayo, Stephen	Virginia troops	Newbern	Virginia.
Morse, Lucy	91	Morse, Abial	Connecticut troops	East Barnard	Vermont.
Newton, Mary*	88	Jordan, John	Virginia troops	Athens	Georgia.
Rains, Nancy	100	Rains, John	do	Carter Furnace	Tennessee.
Richardson, Patty	91	Richardson, Godfrey	New York troops	East Bethel	Vermont.
Smith, Meridy	87	Smith, William	North Carolina troops	Newnan	Georgia.
Snead, Mary	76	Snead, Bowdoin	Virginia troops	Parksley	Virginia.
Thatcher, Frances		Union, Abijah	Connecticut militia	Norwich	Connecticut.
Turner, Asenath	87	Durham, Samuel	Connecticut troops	Manchester	New York.
Weatherman, Nancy	82	Glascok, Robert	Virginia troops	Lineback	Tennessee.
Young, Anna Maria	100	Young, Jacob	Pennsylvania troops	Easton	Pennsylvania.

* Daughters pensioned by special act.

TABLE NO. 23.—Names of 165 surviving soldiers and sailors of the war of 1812, on the pension rolls June 30, 1892, with their ages and residences at that date.

Name.	Age.	Service (troops).	Town.	State.
Allen, Joseph		Tennessee	Talihina	Indian Territory.
Adams, Lemuel	96	do	Elderville	Texas.
Allen, Josiah	92	Mississippi	P K	Mississippi.
Ames, David H	99	New York	Jerseyville	Illinois.
Amick, Jacob	98	Virginia	High View	Virginia.
Atchinson, Austin	101	New York	Spencerport	New York.
Allen, George R	98	do	Norwood	Do.
Bacon, Zephaniah	99	do	Pattens Mills	Do.
Barnum, Israel	96	do	Louisville	Wisconsin.
Bartoo, Samuel A	95	do	Cottage	New York.
Bird, John	96	Tennessee	Fox	Tennessee.
Blair, David	94	Pennsylvania	Charity	Ohio.
Blodgett, Ephraim	96	New York	Canandaigua	New York.
Bradley, Ebenezer C	95	Massachusetts	Batavia	Illinois.
Brown, Hosea	100	New York	Drain	Oregon.
Buck, Isaiah		Ohio	Berkeley Springs	West Virginia.
Buffington, Stephen	97	Massachusetts	Swansea Center	Massachusetts.
Casteel, Samuel	95	Pennsylvania	East Brook	Pennsylvania.
Chandler, Samuel	100	New York	Mount Pleasant	Iowa.
Churchill, Benjamin	97	do	Alexis	Illinois.
Clark, George W	96	Virginia	Beatrice	Nebraska.
Clark, Thomas B	102	Maryland	Smithsburg	Maryland.
Cleveland, Moses	93	New York	West Dubuque	Iowa.
Clapp, Chester	98	do	Ballston	New York.
Clapp, Israel J	96	do	South Butler	Do.
Coffman, Joseph	90	United States	Millsap	Texas.
Condit, Moses	97	New Jersey	Orange	New Jersey.
Cook, Nathaniel	96	United States	Packwaukee	Wisconsin.
Coon, Hezekiah	94	New York	Boonsboro	Iowa.
Cortelyou, Jaques	96	do	Hopewell	New York.
Corbin, Joab	93	do	Lapeer	Michigan.
Covenhoven, Elias E	98	do	Petries Corners	New York.
Creasy, Robert	98	Virginia	Willow Shade	Kentucky.
Cronk, Hiram	92	New York	North Weston	New York.
Crump, John G	95	Virginia	Harrison	Arkansas.
Curl, Jarrot	96	Tennessee	Whitfield	Tennessee.
Cypher, John	97	New York	Farmers Creek	Michigan.
Christopher, Michael	91	Maryland	Baltimore	Maryland.
Daland, John	94	Massachusetts	Wakefield	Massachusetts.
Dally, Abraham	97	New York	Brooklyn	New York.
Daniels, Clark	97	Vermont	Morganville	Do.
Daniels, Theo	95	United States	Concordia	Kansas.
Darling, Davis	97	New York	Geneseo	New York.
Dennis, William M	99	Georgia	Eatonton	Georgia.
Dolby, Luther	96	New York	Nicholville	Ohio.
Dawson, John	103	United States	Terre Haute	Indiana.
Dean, Jonathan	96	New York	Mahopac	New York.
Downey, John	105	South Carolina	Allen Factory	Alabama.
Downing, Mahlon	94	New York	Troy	New York.
Dronillard, Joseph	95	United States	Gallipolis	Ohio.
Durfee, Thomas	97	Massachusetts	New Bedford	Massachusetts.
Edwards, William	98	Virginia	Turbeville	Virginia.
Elder, Edward A	97	Georgia	Monticello	Georgia.
Emmons, Samuel	97	New York	Brewerton	New York.
Everts, Hymen	96	do	Fulton	Do.
Follet, Orm	95	U. S. (Navy)	Sandusky	Ohio.
Franklin, Andrew	99	Ohio	Burlington	Kansas.
French, Micah	99	New York	Colorado	Iowa.
Fritz, Michael	94	Pennsylvania	Friedensburg	Pennsylvania.
Furgeson, Jared	95	United States	Decorah	Iowa.
Gill, George	95	Pennsylvania	Cambridge	Ohio.
Grice, Britton, alias Emanuel Moore.	97	South Carolina	Columbia	Mississippi.
Gilmore, William	94	New York	Montezuma	New York.
Gallimore, James	99	North Carolina	Silver Hill	North Carolina.
Glenn, Elijah	96	Maryland	Newark	New Jersey.
Goode, Philip	97	Virginia	Slater	Missouri.
Gardenhire, George W	95	Tennessee	Meigs	Tennessee.
Gibson, James R	100	New York	Montrose	New York.
Hamilton, Samuel	96	Kentucky	Brookville	Kentucky.
Hooper, James	89	U. S. (Navy)	Baltimore	Maryland.
Hamlett, John	101	Tennessee	Meigsville	Tennessee.
Harl, Baldwin	102	Kentucky	Fairville	Missouri.
Higgins, Samuel C	98	Massachusetts	West Gorham	Maine.
Hough, Jacob	91	North Carolina	Dadeville	Alabama.
Huestis, Timothy	97	New York	Crown Point	New York.
Hudson, Joel	97	New York	Springwater	New York.
Humphrey, Leavitt	90	Massachusetts	Brookline	Massachusetts.
Ingraham, Duncan N	90	U. S. (Navy)	Charleston	South Carolina.
Ireland, John W	104	United States	Hamptonville	North Carolina.
Jones, George W	89	do	Dubuque	Iowa.
Johnson, John	96	Virginia	Independence	Missouri.

TABLE 23.—Names of 165 surviving soldiers and sailors of the war of 1812—Cont'd.

Name.	Age.	Service (troops).	Town.	State.
Kinsel, John	93	Massachusetts	Hager City	Wisconsin.
Klock, Abraham	91	New York	Brier Hill	New York.
Lumberson, John	86	United States	Baltimore	Maryland.
Lowell, James B	95	Massachusetts	Falmouth	Maine.
Loomis, Robert	95	United States	Liverpool	Ohio.
Love, William	95	do	Ironton	Missouri.
Langmaid, Solomon	97	do	Newton	Iowa.
Lyon, Alex	95	New York	Park City	Utah.
Ledaux, Victor	96	Louisiana	Raccourci	Louisiana.
Lejenne, Laman	96	do	Thibodeaux	Do.
Lints, Frederick	97	New York	Alder Creek	New York.
Murrell, Samuel		Kentucky	Woodburn	Kentucky.
Miller, Charles	98	New York	Boonville	New York.
Morford, James	96	Maryland	Baltimore	Maryland.
McGibeny, George	97	New York	Belmont	New York.
Murray, John	92	Massachusetts	Boothbay Harbor	Maine.
Mickley, Daniel	96	Pennsylvania	Waynesboro	Pennsylvania.
Miller, William	97	United States	Greenwood	Kentucky.
Markle, Frederick C	97	New York	Hurley	New York.
Morris, Henry	92	do	Port Chester	Do.
Mundy, Lewis	99	New Jersey	Monmouth	New Jersey.
McCoy, David	102	Kentucky	San Bernardino	California.
Mitchell, Jas. W. L	95	Massachusetts	East Turner	Maine.
Malick, David	97	Virginia	Pleasant Dale	West Virginia.
Norman, William	94	New York	Cold Water	New York.
Osgood, Janna	98	do	Dundee	Do.
Orsburn, David	94	do	Tupper Plains	Ohio.
Packard, Samuel	89	Massachusetts	Rockland	Maine.
Phillips, Henry	98	United States	Lawton Station	New York.
Perkins, Alex	97	Georgia	Forsyth	Georgia.
Poor, Benjamin	97	New Hampshire	Raymond	New Hampshire
Parks, Davis	97	New York	Fowler	Michigan.
Perrin, George H	98	Kentucky	Cynthiana	Kentucky.
Peavey, John W	94	New Hampshire	Braintree	Vermont.
Pratt, Samuel, jr	93	New York	West Sumter	Michigan.
Pierce, Dyer	100	do	Belvidere	Illinois.
Putnam, Newell	97	do	Newark	New Jersey.
Pitkin, John	98	United States	Mount Vernon	Ohio.
Robinson, Thomas	95	Connecticut	Wolcott	Connecticut.
Robinson, James	97	United States	Livia	Kentucky.
Rodgers, Peter	95	New Jersey	Unionville	New York.
Register, John C	96	North Carolina	St. Joseph	Missouri.
Raymond, Daniel	98	Massachusetts	Raymond	Pennsylvania.
Rodgers, George L	98	Kentucky	Louisville	Kentucky.
Root, Amon	99	Connecticut	Whitewater	Wisconsin.
Ray, Leonard	96	United States	Simpsonville	Texas.
Richards, Isaac	97	Massachusetts	East Machias	Maine.
Smith, Eleazor	96	New Hampshire	Alexandria	New Hampshire
Smith, Hiram	101	Vermont	Bakersfield	Vermont.
Sparrow, Harvey	96	Massachusetts	East Orleans	Massachusetts.
Sowle, Israel	98	do	Westport Point	Do.
Spore, Jacob	97	New York	Coburg	Oregon.
Smith, Jordan	96	Georgia	Wedowee	Alabama.
Spinney, Thomas	91	Maine	Parkers Head	Maine.
Smart, Edward	95	Massachusetts	North Dixmont	Do.
Scruton, Miles	100	New Hampshire	Farmington	New Hampshire
Smith, Nathaniel	102	New York	Hempstead	New York.
Sherer, John	103	do	Paris	Michigan.
Smyth, John	96	Virginia	Tide	Virginia.
Sturtevant, T. M	92	New York	Madison	New Jersey.
Sargent, Robert	94	Vermont	Strafford	Vermont.
Simpson, Presley	96	Virginia	Paris	Kentucky.
Sexton, Isaiah	87	New York	Sparta	Michigan.
Sevey, Ira	93	United States	Mount Vernon	Maine.
Taylor, David P	100	Virginia	Versailles	Missouri.
Taylor, Jordan	99	do	Buckingham C. H	Virginia.
Tappen, Charles B	95	New York	New York City	New York.
Thames, William	96	Georgia	Aston	Georgia.
Thomas, William	97	Virginia	Danville	Virginia.
Thomas, Jacob	94	United States	Millington	Michigan.
Townley, Joseph	92	Pennsylvania	Chili	Ohio.
Thrall, Reuben R	94	Vermont	Rutland	Vermont.
Walton, Andrew	95	New York	Saybrook	Ohio.
Wilkes, Peyton	101	Vermont	Greenville	Oregon.
Wood, James	95	North Carolina	Iuka	Mississippi.
Wollaber, Daniel	96	New York	Little Falls	New York.
Whitney, Nathan	101	do	Franklin	Illinois.
Wares, Silas	96	do	Waukesha	Wisconsin.
Wood, Jabin	97	do	South Richland	New York.
Wortham, John	97	Georgia	Wedowee	Alabama.
Well, Henry	98	Pennsylvania	Rays Hill	Pennsylvania.
Walker, Abel	98	New York	Bolton	New York.
Yancey, William R	91	United States	Daphne	Alabama.
Young, Nathaniel	99	Massachusetts	Linneus	Maine.

TABLE NO. 19.—*Number of claims of each class filed, admitted, and rejected during fiscal*

ACT OF JULY 14, 1862

Fiscal year ending June 30, 1892.	Army.						Navy.		
	Invalid.			Widows, etc.			Invalid.		
	Original.	Increase.	Total.	Original.	Increase.	Total.	Original.	Increase.	Total.
Claims on file June 30, 1891.....	286,769	107,535	394,304	154,183	1,008	155,191	9,812	2,041	11,853
Claims filed during the year.....	17,254	80,395	97,649	15,660	-----	15,660	178	228	406
Total.....	304,023	187,930	491,953	169,843	1,008	170,851	9,990	2,269	12,259
Claims admitted.....	17,451	43,315	60,766	7,131	692	7,823	425	578	1,003
Claims rejected.....	62,325	11,864	74,189	6,602	161	6,763	201	837	1,038
Total disposed of....	79,776	55,179	134,955	13,733	853	14,586	626	1,415	2,041
Claims pending June 30, 1892.....	85,223	144,615	229,838	76,294	155	76,449	4,065	854	4,919
Claims on rejected files June 30, 1892.....	201,349	-----	201,349	83,425	-----	83,425	5,500	-----	5,500
Total June 30, 1892..	286,572	144,615	431,189	159,719	155	159,874	9,565	854	10,419

ACT OF

Fiscal year ending June 30, 1892.	Army.							
	Invalid.				Widows, etc.			
	Original.	Additional.	Increase.	Total.	Original.	Additional.	Increase.	Total.
Claims on file June 30, 1891.....	142,881	234,210	-----	377,091	61,328	83,301	-----	144,629
Claims filed during the year.....	125,879	49,985	32,017	207,881	29,906	5,228	63	35,197
Total.....	268,760	284,195	32,017	584,972	91,234	88,529	63	179,826
Claims admitted.....	156,818	33,098	106	190,222	33,470	-----	168	33,638
Claims rejected.....	52,192	3,872	8,262	64,326	7,620	-----	263	7,883
Total disposed of....	209,010	36,970	8,368	254,548	41,090	-----	431	41,521
Claims pending June 30, 1892.....	61,750	247,225	23,649	330,424	50,144	-----	-----	138,305
Claims on rejected files June 30, 1892.....	70,780	4,033	8,262	83,075	10,475	-----	-----	18,358
Total on files June 30, 1892.....	132,530	251,258	31,911	413,499	60,619	-----	-----	156,663

*Not included in above tables were 6,458 certificates issued in claims for accrued pensions, making a grand total of 312,546 pension certificates for the fiscal year ending June 30, 1892.

Under the head of "Widows, etc.," in the Army and Navy classes are included minor
 †Of the number of increase claims submitted 34,426 were rejected by medical division in thousands have also been rejected and included erroneously in the aggregate of all classes.

the year, and the comparative condition of the files at the beginning and closing of the year 1892.

AND MARCH 3, 1873.

Navy.			Army and Navy restoration.	Total Army and Navy.	War of 1812.				Mexican war act of Jan. 29, 1887.		Total number of original claims.	Aggregate of all classes.
Widows, etc.					Survivors.		Widows.		Survivors, original.	Widows, original.		
Original.	Increase.	Total.			Original.	Increase.	Original.	Increase.				
5,106	27	4,133	-----	566,481	9,286	2	9,857	11	4,034	2,536	480,583	591,207
105	67	172	-----	113,887	11	3	71	23	410	1,213	34,902	115,618
4,211	94	4,305	-----	679,368	9,297	5	9,928	34	4,444	3,749	515,485	706,825
135	31	167	1,267	71,026	2	-----	46	-----	416	550	26,157	*72,040
80	7	87	-----	82,077	5	-----	30	-----	184	135	69,562	82,431
216	38	254	1,267	153,103	7	-----	76	-----	600	685	95,719	154,471
1,884	56	1,940	-----	313,146	117	-----	365	-----	228	2,046	170,222	315,702
2,020	-----	2,020	-----	202,294	9,178	-----	9,517	-----	3,170	1,153	315,312	315,312
3,904	56	3,960	-----	605,440	9,295	-----	9,882	-----	3,398	3,199	485,534	631,014

JUNE 27, 1890.

Navy.								Total number of original claims.	Total number of additional claims.	Total number of increase claims.	Aggregate of all classes.
Invalid.				Widows, etc.							
Original.	Additional.	Increase.	Total.	Original.	Additional.	Increase.	Total.				
12,188	2,152	-----	14,340	3,166	-----	-----	3,166	219,563	319,663	-----	539,226
5,605	-----	1,079	6,684	1,376	91	-----	1,467	162,766	55,304	33,159	251,229
17,793	2,152	1,079	21,024	4,542	91	-----	4,633	382,329	374,967	33,159	790,455
4,968	618	2	5,588	1,504	-----	19	1,523	196,760	33,716	295	230,771
1,919	-----	-----	1,919	240	-----	1	241	61,971	3,872	8,526	74,369
6,887	618	2	7,507	1,744	-----	20	1,764	258,731	37,588	8,821	305,140
10,906	1,534	1,077	13,517	2,798	-----	-----	2,869	123,598	337,379	24,338	485,315
2,753	-----	-----	2,753	372	-----	1	373	84,400	4,033	8,526	96,959
13,659	1,534	1,077	16,270	3,170	-----	1	3,242	207,998	341,412	32,864	582,274

2,320 reissues, 823 duplicates under the general laws, and 125 under the act of June 27, 1890, children and dependent relatives.

addition to those rejected by board of review. Claims in duplicate reaching up into the

TABLE NO. 20.—*Comparative statement of pension claims settled*

ACTS OF JULY 14, 1862,

Year.	Claims admitted and rejected.	Army.						Navy.		
		Invalid.			Widows, etc.			Invalid.		
		Orig-inal.	In-crease.	Total.	Orig-inal.	In-crease.	Total.	Orig-inal.	In-crease.	Total.
1881...	Admitted	21, 143	12, 353	33, 496	3, 117	200	3, 917	251	154	405
1881...	Rejected	2, 625	8, 875	11, 500	1, 137	30	1, 167	55	65	120
	Total	23, 768	21, 228	44, 996	4, 854	230	5, 084	306	219	525
1882...	Admitted	22, 684	9, 435	32, 119	3, 910	48	3, 958	262	88	350
1882...	Rejected	4, 030	15, 199	19, 229	1, 512	26	1, 538	128	149	277
	Total	26, 714	24, 634	51, 348	5, 422	74	5, 496	390	237	627
1883...	Admitted	31, 801	22, 554	54, 355	5, 216	67	5, 283	213	112	325
1883...	Rejected	16, 901	19, 978	36, 879	4, 512	28	4, 540	530	141	671
	Total	48, 702	42, 532	91, 234	9, 728	95	9, 823	743	253	996
1884...	Admitted	27, 173	22, 190	49, 363	6, 260	56	6, 316	241	270	511
1884...	Rejected	17, 587	19, 887	37, 474	4, 983	15	4, 998	347	139	486
	Total	44, 760	42, 077	86, 837	11, 243	71	11, 314	588	409	997
1885...	Admitted	27, 286	33, 648	60, 934	7, 632	144	7, 776	294	182	476
1885...	Rejected	9, 028	19, 281	28, 309	3, 058	28	3, 086	189	89	278
	Total	36, 314	52, 929	89, 243	10, 690	172	10, 862	483	271	754
1886*...	Admitted	31, 619	33, 008	64, 627	8, 501	*65, 313	73, 814	318	271	589
1886...	Rejected	15, 918	41, 956	57, 874	3, 728	50	3, 778	277	279	556
	Total	47, 537	74, 964	122, 501	12, 229	65, 363	77, 592	595	550	1, 145
1887...	Admitted	34, 758	31, 761	66, 519	11, 034	83	11, 117	525	223	748
1887...	Rejected	7, 657	32, 024	39, 681	3, 481	70	3, 551	321	247	568
	Total	42, 415	63, 815	106, 230	14, 515	153	14, 668	846	470	1, 316
1888...	Admitted	35, 089	44, 785	79, 874	10, 611	341	10, 952	754	449	1, 203
1888...	Rejected	32, 213	30, 739	62, 952	11, 060	50	11, 110	740	326	1, 066
	Total	67, 302	75, 524	142, 826	21, 671	391	22, 062	1, 494	775	2, 269
1889...	Admitted	35, 999	70, 194	106, 193	11, 644	116	11, 760	831	744	1, 576
1889...	Rejected	11, 122	37, 049	48, 171	5, 689	41	5, 730	1, 160	442	1, 602
	Total	47, 121	107, 243	154, 364	17, 333	157	17, 490	1, 991	1, 186	3, 177
1890...	Admitted	49, 453	76, 511	125, 964	14, 323	120	14, 443	942	901	1, 843
1890...	Rejected	8, 120	99, 013	107, 133	5, 791	50	5, 841	392	977	969
	Total	57, 573	175, 524	233, 097	20, 114	170	20, 284	1, 384	1, 878	3, 212
1891...	Admitted	40, 577	71, 579	112, 156	11, 701	474	12, 175	804	661	1, 465
1891...	Rejected	12, 998	188, 981	201, 979	9, 899	237	10, 136	290	816	1, 106
	Total	53, 575	260, 560	314, 135	21, 600	711	22, 311	1, 094	1, 477	2, 571
1892...	Admitted	17, 451	43, 315	60, 766	7, 131	692	7, 823	425	578	1, 003
1892...	Rejected	62, 325	11, 864	74, 189	6, 602	161	6, 763	201	837	1, 038
	Total	79, 776	55, 179	134, 955	13, 733	853	14, 586	626	1, 415	2, 041

by allowance and rejection each year since 1881, except arrears.

AND MARCH 3, 1873.

Navy.			Army and Navy restorations.	Total Army and Navy.	War of 1812.				Mexican war act Jan. 29, 1887.		Total number of original claims.	Aggregate of all classes.
Widows, etc.					Survivors.		Widows.		Survivors, original.	Widows original.		
Original.	Increase	Total.			Original.	Increase	Original.	Increase.				
203 83	10 -----	213 83	1,344 20	39,375 12,890	115 391	----- -----	1,965 1,605	----- -----	----- -----	----- -----	----- -----	41,455 14,886
286	10	296	1,364	52,265	506	-----	3,570	-----	-----	-----	-----	56,341
89 59	11 -----	100 59	649 -----	37,176 21,103	26 49	----- -----	693 143	----- -----	----- -----	----- -----	----- -----	37,895 21,259
148	11	159	649	58,279	75	-----	836	-----	-----	-----	-----	59,190
87 346	13 -----	100 346	796 -----	60,859 42,438	23 51	----- -----	822 200	----- -----	----- -----	----- -----	38,162 22,540	61,704 42,687
433	13	446	796	103,297	74	-----	1,022	-----	-----	-----	60,702	104,391
106 112	1 1	107 113	1,221 -----	57,518 43,071	24 50	----- -----	388 262	----- -----	----- -----	----- -----	34,192 23,341	57,930 43,383
218	2	220	1,221	100,589	74	-----	650	-----	-----	-----	57,533	101,313
111 57	11 -----	122 57	1,835 -----	71,143 31,730	18 38	----- -----	426 167	----- -----	----- -----	----- -----	35,767 12,537	71,587 31,935
168	11	179	1,835	102,873	56	-----	593	-----	-----	-----	48,304	103,522
109 385	*1,280 2	1,389 387	2,229 -----	*142,648 62,595	5 22	3 -----	305 113	13,396 2	----- -----	----- -----	40,857 20,443	*156,357 62,732
494	1,282	1,776	2,229	205,243	27	3	418	13,398	-----	-----	61,300	219,089
183 91	8 1	191 92	2,707 -----	81,312 43,892	8 18	2 -----	231 59	----- -----	7,552 251	903 14	55,194 11,892	90,008 44,234
274	9	283	2,707	125,204	26	2	290	-----	7,803	917	67,086	134,242
205 235	11 -----	216 235	2,028 -----	92,245 75,363	2 11	----- -----	251 56	----- -----	9,048 2,062	4,296 588	60,252 46,965	105,838 78,080
440	11	451	2,028	167,608	13	-----	307	-----	11,110	4,880	107,227	183,918
280 341	11 -----	291 341	1,754 -----	119,819 55,844	8 10	8 -----	181 268	7 -----	1,772 348	1,206 209	51,921 19,147	123,001 56,679
621	11	632	1,754	175,663	18	8	449	7	2,120	1,415	71,068	179,680
335 126	7 3	342 129	1,896 -----	142,592 114,072	4 5	2 1	108 75	1 -----	794 177	678 106	66,337 14,793	144,179 114,436
461	10	471	1,896	256,664	9	3	183	1	971	784	81,430	258,615
213 97	33 -----	246 97	1,812 -----	126,042 213,318	4 -----	3 -----	79 -----	----- -----	336 148	385 101	54,099 23,533	126,849 +213,567
310	33	343	1,812	339,360	4	3	79	-----	484	486	77,632	340,416
136 80	31 7	167 87	1,267 -----	71,026 69,208	2 5	----- -----	46 30	----- -----	416 184	550 135	26,157 69,562	†72,040 92,431
216	38	254	1,267	140,234	7	-----	76	-----	600	685	95,719	164,471

* Under act of March 19, 1886, there were 79,989 widows' pensions increased (included in the above) for which no applications were required.

† This includes a large number of claims which have been found by actual count to have been thus disposed of.

‡ See next table.

TABLE NO. 20.—*Comparative statement of pension claims settled by*
ACT OF

Year.	Claims admitted and rejected.	Army.							
		Invalid.				Widows, etc.			
		Original.	Additional.	Increase.	Total.	Original.	Additional.	Increase.	Total.
1891....	Admitted	85,047	13,152	-----	98,199	12,337	5	-----	12,342
1891....	Rejected	18,588	161	-----	18,749	2,875	-----	-----	2,875
	Total	103,635	13,313	-----	116,948	15,212	5	-----	15,217
1892....	Admitted	156,818	33,098	1,167	191,083	33,470	-----	168	33,638
1892....	Rejected	52,192	-----	8,262	60,454	7,620	-----	263	7,883
	Total	209,010	33,098	9,429	251,537	41,090	-----	431	41,521

allowance and rejection each year since 1881, except arrears—Continued.

JUNE 27, 1890.

Navy.								Total num- ber origi- nal claims.	Total num- ber addi- tional claims.	Total num- in- crease claims.	Aggre- gate of all claims.
Invalid.				Widows, etc.							
Orig- inal.	Addi- tional.	In- crease.	Total.	Orig- inal.	Addi- tional.	In- crease.	Total.				
3,564 834	405 -----	----- -----	3,969 834	1,439 132	----- -----	----- -----	1,439 132	102,387 22,429	13,562 161	----- -----	115,949 22,590
4,398	405	-----	4,803	1,571	-----	-----	1,571	124,816	13,723	-----	138,539
4,968 1,919	618 -----	151 -----	5,737 1,919	1,504 240	----- -----	19 1	1,523 241	196,760 61,971	33,716 -----	1,505 8,526	‡231,981 70,497
6,887	618	151	7,656	1,744	-----	20	1,764	258,731	33,716	10,031	302,478

REMARKS.—Those under the head of “additional” consist of applicants who have also prior claims under old acts.

‡Not included in the above table were 6,458 certificates issued in claims for accrued pensions; 1,110 renewals: 823 duplicates under the general laws, and 127 under act June 27, 1890, making a grand total of 312,546 pension certificates for the fiscal year ending June 30, 1892.

REPORT
OF THE
SUPERINTENDENT OF CENSUS.

DEPARTMENT OF THE INTERIOR,
CENSUS OFFICE,
Washington, D. C., June 30, 1892.

SIR: I have the honor to submit herewith a report of the operations of the Census Office for the fiscal year ended June 30, 1892.

Before referring to the detail work of the office, I beg to call attention to the fact that the census committee of the Senate and the census committee of the House of Representatives have taken active steps in the direction of making the Census Office a permanent bureau of the Interior Department. In your annual report for the year ended June 30, 1889, I find the following paragraph:

Upon the recommendation of the Superintendent, it is suggested that our decennial census would be far more complete and satisfactory if the Census Office were made a permanent bureau. The work of preparation for a census such as that of the United States is as vast and important as the actual enumeration itself. The demand for exact statistics is constantly increasing, and the importance of greater accuracy and care in securing statistical data of all kinds would seem to indicate that as soon as the volumes of one census are published the preparatory work of another should commence. Under the present system it is impossible to keep the avenues of information open, while the skilled statisticians, experts, and trained clerks become scattered, and there is great danger of repeating mistakes and attempting costly experiments. A permanent Census Office would be undoubtedly in the interests of economy and of statistical science, and would result not only in more efficient work, but in greater rapidity of publication.

In 1890 both the Senate and the House of Representatives received numerous petitions praying that this bureau be made permanent, and declaring that such a course would not only greatly enhance the value and increase the accuracy of statistical reports, but would result in great economy to the Government. In obedience to this demand the Senate passed the following resolution:

Resolved, That the Secretary of the Interior is hereby directed to consider the expediency of the establishment of a permanent Census Bureau, and to embody the results of his consideration with a draft of a bill, should he consider it expedient, for the establishment of such Census Bureau, in a special report to be made to the Senate at the opening of the Fifty-second Congress.

In compliance with your instructions I made a thorough investigation of the matter of establishment of a permanent census bureau, and prepared the draft of a bill, as required by the Senate resolution.

In the preparation of this report I consulted with statisticians and

experts and obtained by correspondence an expression of views from commercial organizations, officers of State boards of health, agricultural organizations, State superintendents of education, bishops and other prominent churchmen, officers of institutions for the insane, deaf, dumb, and blind, etc., all of whom are necessarily interested in any movement looking to the improvement of the present system of collecting and compiling census statistics. In this way I have been enabled to present more detailed information than would otherwise have been possible, and through the Secretary of the Interior to furnish the Senate expressions of opinion on this subject from the various organizations and individuals referred to, as well as from some of the most eminent statisticians in this country and abroad. I have stated to you in previous reports that my own experience and study convince me that the establishment of a permanent census bureau would result in more scientific methods of securing the statistics of the United States than are possible under the present system. Under such a bureau these statistics will be more economically gathered, they will meet more nearly the scientific standards of statistical comparison, and the results will be more trustworthy and more satisfactory in every respect.

The abandonment of the Census Office at the completion of each decennial census involves the scattering of the expert chiefs of divisions, trained in the handling of great masses of statistics, thereby losing the benefit of proved and tested methods of carefully determined principles of comparison and analysis, which are the prime essentials in determining the value of governmental statistics. It is true the threads may be gathered again, but each decennial census office is a law unto itself. However much it may respect the traditions of its predecessors, it is at liberty to ignore them, to revise them, to destroy them, and it is certain to more or less confuse them. While there may be little danger when the chief of the census is imbued with the scientific spirit and informed as to the practical uses of statistics, yet, in the nature of things, the failure to preserve complete records and the setting of strange hands at the work *ab initio* must be recognized as out of harmony with the exact science which the gathering of statistics has become. The danger and the disadvantage will increase in rapid ratio as the country grows, and the decennial burden its growth will impose upon the Census Office will become more crushing, and there will come a time when this system, yoked to the constantly increasing scope and number of schedules demanded, will break down of its own weight.

I am induced at this time to make this appeal for a permanent census, not from any personal motives whatever, but because with the publication of the Eleventh Census public interest is likely to wane, and unless action is taken at this session of Congress the matter is likely to be put off until the time is near for taking another census, and then the same difficulties will have to be met, complicated by the increasing magnitude of the work.

The report entitled "A Permanent Census Bureau" (Ex. Doc. No. 1, Fifty-second Congress, first session, Senate), making a pamphlet of 185 pages, was printed by order of the Senate, and formed the basis of an inquiry by the House Committee on Census. The House committee held a number of sessions, all of which were attended by the Superintendent of Census and statistical experts. Among those called before the committee were the following well-known statisticians:

Hon. J. Kendrick Upton, in relation to statistics of wealth, debt, and taxation.

Mr. Thomas Donaldson, in relation to statistics of Indians.

Mr. Joseph D. Weeks, in relation to statistics of coke, natural gas, petroleum, glass, and petroleum refining.

Hon. Francis A. Walker, Superintendent of the Ninth and Tenth Censuses.

Dr. John S. Billings, U. S. Army, in relation to vital statistics, the statistics of special classes, and the social statistics of cities.

Mr. Frank R. Williams, in relation to statistics of manufactures.

Hon. Carroll D. Wright, Commissioner of Labor.

Mr. J. A. Price, chairman of the statistical department of the National Board of Trade.

The testimony was so unanimous in favor of a permanent census bureau that several members of the committee at the close of the hearing declared that the advisability of making the Bureau permanent was so apparent it was impossible even to imagine what objections could be urged against it. Whatever Congress may decide to do in this matter, I feel that the Census Office has left nothing undone, either in the report or in the examinations before the committee, to bring about this desirable legislation. A glance at the report and at the testimony, I think, will show more effectually than any words of mine the necessity for immediate action by Congress in this matter. Until the census is established on a permanent basis there will always be considerable trouble with the decennial enumeration of the population and the collection of statistics relating to the various subjects within the scope of a census investigation. I sincerely hope, therefore, that you will find it consistent in your next annual report to emphasize the recommendation contained in your report of June 30, 1889.

THE FEDERAL CENSUS VINDICATED.

I have already had occasion to call attention to the fact that the real faults of the census are generally those not complained of. In the report of the operations of this Bureau for the six months ended December 31, 1890, a summary was presented of the several complaints from various sources against the census, which, as I conclusively showed at that time, were due not so much to the defective work of the enumerators as to their failure to find the total population expected, or to the superiority in respect to numbers attributed to some rival community. While the complaints against the census took almost an epidemic form in the fall and winter of 1890 and the spring of 1891, the actual faults of enumeration were infinitesimal when subjected to reëxamination or reënumeration. Take, for instance, New York, where the clamor was perhaps the loudest, and we find the State authorities, eighteen months after the Federal census, trying to bolster up their own enumeration by declaring that in 400 or 500 towns and villages it corresponded with the Federal enumeration of June, 1890. This fact, together with the farcical, if not fraudulent, enumeration by the State authorities of New York City and Brooklyn has completely vindicated the work of the Federal enumerator. You will recall the fact that both St. Paul and Minneapolis fought as unreasonably and as bitterly against reënumeration of their respective populations as New York did for a recount. Your final decision that the two former cities should be reënumered exposed a glaring and systematic attempt of local parties to pad the census.

MANUFACTURING STATISTICS OF PHILADELPHIA.

Happily for the Census Office the decade ended in 1890 has been the most remarkable in the industrial and commercial history of the nation, and for that reason, perhaps more than for any other, we have almost no complaints against the work of those divisions of the census which have been engaged in the collection of the statistics of manufactures, mining, and transportation. The work in all these branches of the census has been exceptionally well done by persons thoroughly qualified by training and experience. Perhaps the only exception to this was the city of Philadelphia, where the agent in charge of the work in relation to manufactures seems to have adopted an extravagant and erroneous system of counting as manufacturing establishments a multitude of employments rather to be classed with shopkeepers and petty tradesmen. With your approval, the special agent originally appointed for this work was removed and Mr. Charles Heber Clark, secretary of the Manufacturers' Club of Philadelphia, a man of high standing, integrity, and statistical ability, was appointed to make the reënumeration of the entire city of Philadelphia. This work has been accomplished, and the report of Mr. Clark, which I have the honor to submit herewith and make part of my report, shows conclusively the wisdom of your decision that the industrial census should be retaken in that city. I am satisfied that when the citizens of Philadelphia have an opportunity to examine Mr. Clark's report they will rejoice in the fact that the frauds were discovered in time to rectify them within a reasonable time after the taking of the Eleventh Census, and that they were not left to be discovered in 1900 and thereby give this great industrial center an injurious showing in her comparative statistics at that time.

In the report* Mr. Clark says:

The task of reëxamining the whole of the census of the manufactures of the city of Philadelphia was begun under my direction on April 1, 1892, from the office at No. 259 South Fourth street. The force was composed of fifty-five persons, including men employed in performing clerical work. The field work, excepting the examination of a few odd schedules, was practically completed on July 28.

The whole number of schedules reëxamined since February 29, 1892, when the preliminary test of the accuracy of the census was begun, was 22,619.

The proportion of incorrect to correct schedules in the whole mass was discovered to be as follows:

Total number of schedules reëxamined.....	22, 619
Total number of correct schedules.....	13, 005

Total number of incorrect schedules.....	9, 614
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Thus the schedules found to be incorrect were 42.5 per cent of the whole number dealt with.

These figures of course convey no notion of the value of the manufactured product involved. The amounts set aside under the requirements of the law and of common honesty have been carefully tabulated, and this tabulation shows that, of the total value of manufactured product returned by the original special agents, it is necessary to reject, as not properly having a place in the census of the manufactures of the city of Philadelphia, the sum of \$156,944,940.

The gross decreases amount to.....	\$158, 390, 655
The gross increases amount to.....	1, 445, 715

Making a net decrease.....	156, 944, 940
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* Mr. Clark's report was not written until some weeks after the date of this report, but as it was a matter properly belonging to the fiscal year 1891-'92, I have included it in this report.

The number of establishments the product of which was increased was 210.

The large dimensions of this rejected amount will serve to indicate to a partial extent the measure of the dereliction of the sworn officers of the Government who performed the original work.

That the reduction of the alleged product of the manufactures of Philadelphia by a sum so great may be fully justified, it has been regarded as expedient that the nature of the returns for a few of the industries which have been set aside as not properly deserving to be classified as manufactures shall be indicated in this report. Some of the largest of these industries, with their reported products, are represented in the following table:

Classification.	Number of establishments.	Value of product.
Industries reported with a product less than \$500 per annum, omitted under the law	828	\$263, 026
Industries reported with a product of more than \$500 per annum, but having less	1, 315	3, 053, 819
Industries not in operation in the census year	490	3, 586, 896
Dealers and journeymen not manufacturing for themselves	1, 073	10, 731, 403
Reported industries having no existence	168	1, 315, 473
Industries duplicated in the returns	283	4, 863, 373
Industries not in Philadelphia	19	4, 240, 173
Journeymen tailors working for manufacturers who make the returns	463	2, 206, 750
Publishers who do no manufacturing	123	5, 273, 568
Florists and gardeners	153	876, 719
Laundries	90	831, 382
Artists, architects, and draftsmen	129	632, 569
Wholesale liquor dealers, blenders, and compounders not manufacturers	81	13, 429, 837
Packers of tobacco (warehouses and offices only)	7	1, 712, 500
Assorting old rags, waste, iron, paper, etc. (mostly junk shops)	183	4, 082, 024
Street paving, curbing, sewer building, etc.	75	2, 713, 601
Cellar digging, excavating, hauling dirt, manure, garbage, ashes, etc.	93	1, 880, 704
Butchers who slaughter for their own retail trade	244	3, 676, 057
Butchers whose returns were found to be incorrect	117	2, 051, 842
Contractors and builders who sublet all their work, which is reported by others	38	8, 768, 326
Contractors who sublet part of their work, and reductions made in their returns	252	19, 221, 990
The United States mint	1	24, 301, 333
One establishment in operation a portion of census year and returned for the whole year (reduction of)	1	18, 216, 203
Other industries found upon examination to be incorrect and reductions made	3, 388	19, 015, 372
Total number of rejected and changed schedules, with reductions made.	9, 614	156, 944, 940

Besides the industries here enumerated many others represented as having smaller products were included in the original returns in defiance of the law, of the instructions of the Bureau, and of considerations of common sense. Among these may be named schedules for livery stables, horse clippers, piano tuners, whitewashers, church sextons, typewriters, carpet cleaners, and carpet layers, odorless excavators, architects, butter printers, garbage collectors, "haulers of manure," "haulers of butchers' offal," bee keepers, rag pickers, and "layers out of the dead." The veterinary department of University of Pennsylvania, a medical school, was returned as a manufacturing establishment. A crematory at Germantown was treated in the same manner, and the product was designated as "human ashes and niches." Several theaters were classified among manufactories and the product given as "stage carpentering and scene painting." Large numbers of journeymen tailors doing piecework, which is included in the returns of their employers, were represented as manufacturers. Distilleries, flour mills, and other manufacturing establishments located outside of Philadelphia, but having offices or agents in the city, were included in the returns.

The attempt to swell the totals of the manufactures of the city by such means as this might possibly be attributed to the stupidity of the original officials but for the fact of the existence of abundant evidence that there was a purpose to obtain large returns by resort to methods of a plainly fraudulent character. To many hundreds of the schedules, prepared by different special agents, forged names were attached. These forgeries included the names of persons who had been long dead when the census was taken, of persons who were living and readily accessible at that time, but who would not have been likely to consent to attach their signatures to a false report, and of persons believed to be wholly fictitious. Persons who can write their

names were represented as making their mark instead of writing signatures. Persons who can only sign with a mark were reported as writing their names. In many instances the forged names were spelled wrongly and the spelling was corrected by the persons alluded to. A boy of 15 who had never seen the schedule was returned as doing a business upon his own account of \$460,000 a year; a dyer in a well-known carpet mill was returned on a forged schedule as a builder with a product of more than \$400,000; a college professor was fraudulently represented as a builder with a product of nearly \$500,000; a real estate agent was returned as a builder of houses with a product approximating \$1,000,000; a lumber dealer was returned with a product of \$400,000. Scores of schedules were returned for establishments which, when looked for, were found to have no existence. Many such imaginary places were named as located upon vacant lots and upon street intersections.

Much exceeding the forgeries in number were the schedules that were signed in blank by the heads of small establishments and filled in by the special agents, as their fancy suggested. Almost uniformly these schedules represented amounts of product largely in excess of the fact. In each case I have had them corrected by the parties in interest, and the reductions thus made, together with the rejections of the products in the forged and fictitious schedules, will account for a considerable portion of the gross amount which has been set aside as indicated above.

It is worth while to say that in every instance in which any doubt existed respecting the acceptance or rejection or the alteration of a schedule the city of Philadelphia had the benefit of the doubt. There is, in truth, good reason for believing that if in every such instance the weight of the evidence had been permitted to govern the decision the amount of product which should be set aside would be larger than it now is. Many of these cases included establishments and individuals that have disappeared since the census year and concerning which no perfectly trustworthy information could be obtained. In these cases I have usually accepted the original returns as correct unless the indications clearly pointed to their untrustworthiness.

Fairness requires it to be said that not all of the original special agents were engaged in the criminal work to which I have alluded. Some of these men appear to have performed their tasks fairly well, while others seem to have made improper returns, either because they did not fully comprehend the limitations imposed upon them by the law and the regulations of the bureau or because they were inspired by somebody with the idea that the gross product of Philadelphia must at all hazards be made very large. The purpose to swell the returns by foul means as well as by fair appears, however, to have animated a majority of the original special agents. The men employed by me have reported many cases in which owners of establishments said that the original special agents declared to them, "We are going to make a big return for Philadelphia." The kind of civic pride which impels men to resort to forgery and perjury for the exaltation of their city can hardly be regarded as a desirable possession.

This work, undertaken by me very reluctantly at the solicitation of the government and of the officers of the Manufacturers' Club of Philadelphia, has, I venture to say, been thoroughly done. The men engaged in the service were trustworthy and the greatest pains were taken by them and by me to secure accuracy. The schedules as revised assuredly represent the manufacturing industries of Philadelphia with as near an approach to correctness as can be obtained by diligent effort made with a desire to reach the facts without regard for any other consideration. Nobody can regret more than I do that there is a necessity for so great reduction of the original figures, but no honest man can desire that any part of the returns of the United States census shall be filled with figures representing simply the criminal propensities of the agents who supply them.

FINANCIAL REPORT.

The total disbursements on account of the Eleventh Census of the United States, from the commencement of operations up to and including June 30, 1892, amounted to \$8,203,693.32, paid from appropriations as follows :

Expenses Eleventh census	\$6, 719, 152. 56
Farms, homes, and mortgages.....	985, 768. 39
Printing, engraving, and binding.....	498, 772. 37
Total.....	8, 203, 693. 32

The foregoing amount is chargeable to branches of investigation as follows:

Census proper	\$663,562.49
Printing and stationery	631,686.13
Supervisors	270,517.99
Enumerators	2,485,458.43
Population and social statistics	1,267,868.20
Manufactures	648,379.22
Agriculture	222,766.02
Vital statistics and special classes	254,508.79
Wealth, debt, and taxation	171,688.93
Farms, homes, and mortgages	1,005,771.65
Mines and mining	195,993.17
Fish and fisheries	129,211.26
Transportation	127,451.76
Insurance	47,372.75
Churches	35,723.60
Pauperism and crime	45,732.93
Total	8,203,693.32

The following table gives the total number of clerks carried on the pay roll for each month since the date of my last report and is a continuation of the table on page 7 of that report:

Months.	Total number on pay rolls.	Total amount of pay rolls.
July, 1891	2,330	\$147,106.80
August, 1891	1,310	105,901.85
September, 1891	1,095	75,607.35
October, 1891	1,053	69,795.80
November, 1891	963	61,623.85
December, 1891	962	57,434.05
January, 1892	971	54,994.10
February, 1892	987	55,715.95
March, 1892	1,008	62,796.75
April, 1892	1,016	61,550.20
May, 1892	1,133	67,978.05
June, 1892	1,214	70,969.40
Total		891,474.15
Total to June 30, 1891		2,303,221.00
Grand total to June 30, 1892		3,194,695.15

After making due allowance for the increase of population, of manufactures, of agriculture, of mining, the extension of our railroads, and after omitting from the calculation the cost of the investigation of individual indebtedness, the per capita cost of the Eleventh Census when completed will not greatly exceed the per capita cost of the Tenth Census. In making such comparisons it must also be borne in mind that the compensation established by the act of March 1, 1889, was slightly in advance of that paid in the Tenth Census. Compared with other bureaus, however, the average pay of clerks in the Census Office has not been excessive, ranging from \$300 to \$400 per annum lower than the salaries in most other departments. I see no reason to change my estimates for the current expenses of the Eleventh Census. Of the sum required, Congress has appropriated sufficient to defray the necessary expenses up to March 1, 1893. The sum of \$240,000 will be required to continue the office until June 30, 1893. Nearly all the reports should be in the hands of the Public Printer by that time, reducing the expenses materially for the next fiscal year. The force has reached its maximum number, and a steady decline will take place

from now until the work is completed. It is not likely that the number employed December 31, 1892, will exceed in all divisions 1,000.

REORGANIZATION OF THE OFFICE.

In my former reports I have endeavored to give a brief statement of the condition of the work in each division. It is no longer necessary to follow this rule, as many of the divisions have been abolished. Early in the spring I made a complete reorganization of the Census Office, reducing the number of divisions from 25 to 9. The original organization of the office consisted of the following divisions:

- Superintendent, chief clerk, assistant chief clerk.
- First division—Appointments.
- Second division—Disbursements and accounts.
- Third division—Geography.
- Fourth division—Population.
- Fifth division—Vital statistics.
- Sixth division—Church statistics.
- Seventh division—Educational statistics.
- Eighth division—Pauperism and crime.
- Ninth division—Wealth, debt, and taxation.
- Tenth division—National and State finances.
- Eleventh division—Farms, homes, and mortgages.
- Twelfth division—Agriculture.
- Thirteenth division—Manufactures.
- Fourteenth division—Mines and mining.
- Fifteenth division—Fish and fisheries.
- Sixteenth division—Transportation.
- Seventeenth division—Insurance.
- Eighteenth division—Printing and stationery.
- Nineteenth division—Statistics of special classes.
- Twentieth division—Supervisors' correspondence.
- Twenty-first division—Alaska.
- Twenty-second division—Statistics of Indians.
- Twenty-third division—Social statistics of cities.
- Twenty-fourth division—Accounts, farms, homes, and mortgages.
- Twenty-fifth division—Revision and results.

Under the new organization the divisions are as follows:

- Superintendent's office—Chief clerk, assistant chief clerk, disbursing officer, and geographer.
- First division—Population.
- Second division—Manufactures.
- Third division—Agriculture.
- Fourth division—Farms, homes, and mortgages.
- Fifth division—Vital statistics.
- Sixth division—Social statistics.
- Seventh division—Wealth, debt, and taxation.
- Eighth division—Printing and stationery.
- Ninth division—Revision and results.

CONDITION OF THE REPORTS.

It will be my endeavor to have the whole, or at least a good part, of the manuscript of all final reports except four in the hands of the Public Printer by the close of the present calendar year. This will leave simply the following divisions to deal with:

- I. Population.
- II. Manufactures.
- III. Agriculture.
- IV. Farms, homes, and mortgages.

All the work of these divisions is well advanced. The first part of

the Compendium, a volume of 1,100 pages, relating wholly to population, is nearly all in type. With the completion of the statistics of manufactures for 100 principal cities and the special reports now published, about 65 per cent. of the office work and nearly all the field work of this division will be completed. All the essential data from the agricultural schedules will be tabulated by December 31. The most costly and difficult part of the farms, homes, and mortgages investigation—the field work—will be finished this year, and finished at less than the estimated cost. All the work in this division has been final, and 150 clerks, working for two years, will bring it to a successful termination. It would be a mistake to increase this force. Nearly all the clerks have had two years' experience, and many are experts. They are all faithful, industrious, and capable. Each State as it comes from this division is complete and final. With the last State the final volumes can go to press.

The following list gives some idea of the present condition of the final reports. Every day, however, brings about some change. Manuscript is released and reports go to press. Not infrequently a page of letter-press or an illustration or diagram or map delays a quarto volume. Six months will therefore bring about considerable change in this list.

FINAL REPORTS PUBLISHED.

Report on Mineral Industries in the United States: Iron ore; gold and silver; copper, lead, and zinc; quicksilver; manganese, petroleum, and natural gas; aluminum; coal; stone; precious stones; mica; mineral waters; minor minerals. Quarto, 874 pages and 60 illustrations, colored maps, diagrams, etc.

Farms, Homes, and Mortgages: Reports on recorded indebtedness have been issued for the States of Alabama, Iowa, Illinois, Kansas, Missouri, Nebraska, and Tennessee. A report on the recorded indebtedness of Massachusetts will be issued within the next sixty days.

For farm and home results reports have been issued for the States of Kansas, Ohio, and Maine; reports containing farm and home results for the States of Iowa, Massachusetts, New Jersey, and the District of Columbia will be published within the next sixty days.

Statistics of Indians: Report on The Six Nations of New York; 100 pages; numerous illustrations.

Report on Irrigation, with maps and illustrations.

PRELIMINARY RESULTS PUBLISHED.

Population of the United States by minor civil divisions as returned at the Eleventh Census. About 650 pages.

Preliminary results as contained in Eleventh Census Bulletins. 8 volumes, averaging about 450 pages.

Preliminary results as contained in Extra Census Bulletins. 650 pages, with maps and illustrations.

PARTIALLY IN TYPE IN THE GOVERNMENT PRINTING OFFICE.

Report and Statistics of the Condition of Indians living within the jurisdiction of the United States, 1890, taxed and not taxed. 900 pages, profusely illustrated.

Report relating to Transportation in the United States: Part I, railroads, street railways, and express companies. 900 pages, 187 pages in type. Part II, transportation on water: Atlantic and Pacific coasts, Mississippi Valley, Great Lakes, and canals. About 900 pages, 250 pages in type.

Population and Resources of Alaska. Colored illustrations, maps, etc.; 400 pages.

Compendium of the Eleventh Census: Part I. 1,100 pages, with colored charts and diagrams.

Compendium of the Eleventh Census: Part II. About 200 pages in type, balance in course of printing, and all practically ready.

Valuation, Taxation, Public Expenditures, and Indebtedness: Part: I, public debt. 900 pages in type, completed and ready for publication. Part II, taxation and public expenditures. Will be ready for the printer in about ninety days.

Insurance: Part I, fire, ocean marine, inland navigation and transportation, and tornado insurance business. About 300 pages in the hands of the Public Printer and 150 pages nearly ready. Part II, life insurance, Class A, showing the business of level premium companies (ready in thirty days, 50 pages); Class B, assessment and co-operative companies; Class C, fraternal and other beneficiary associations. Part III, miscellaneous insurance, including the business of accident, burglary and theft guaranty, hail, live-stock, plate-glass, real-estate title guaranty, steam-boiler, surety, and wind-storm insurance companies.

READY FOR THE PRINTER.

Report on Vital and Social Statistics of the United States. About 700 pages ready for the printer.

Report on Pauperism and Crime in the United States: Part I, crime. In the hands of the Public Printer. Part II, paupers and benevolent institutions. Ready for the printer in sixty days.

Educational Statistics: Report on Statistics of education in the United States. Copy for the first part of volume ready for the printer, second part of waiting for tally of illiteracy.

Report on Statistics of Churches in the United States. Copy for the entire volume will be ready for the printer in thirty days. Ten bulletins already published.

NEARING COMPLETION.

Report on Statistics of Agriculture is advanced to completion in all farm products, including cotton, cereals, wool, fibers and sugar, tobacco, and live stock; also horticulture, truck farming, floriculture, seed farming, nurseries, tropic and semitropic fruits, and viticulture.

In manufactures, reports for 100 principal cities are in course of printing; also reports of statistics of lumber, cotton, wool, and silk manufactures are published, and reports of statistics of iron and steel, chemicals, coke and glass, and electrical industries are ready for the printer.

Fish and Fisheries: Fisheries of the Great Lakes; Marine mammalia; fisheries of the Pacific States; cod and ground, menhaden, sea herring, mackerel, lobster, oyster, boat fisheries of the Atlantic Ocean and Gulf of Mexico, shad and alewife, sponge, alligator, the inland fisheries, and carp.

The following list comprises the final volumes of the census:

- I. POPULATION.—Characteristics, conditions, distribution, and parentage. Occupations.
- II. VITAL AND SOCIAL STATISTICS.—Mortality and vital statistics. Social statistics. Statistics of special classes. Pauperism and crime.
- III. EDUCATION AND CHURCH STATISTICS.—Education and illiteracy. Religious bodies in the United States.
- IV. VALUATION, TAXATION, PUBLIC EXPENDITURES, AND INDEBTEDNESS.—Valuation and taxation. Receipts and expenditures. Indebtedness.
- V. FARMS, HOMES, AND MORTGAGES.—Recorded private indebtedness. Ownership of farms and homes and indebtedness thereon.
- VI. AGRICULTURE.—Irrigation. Tobacco. Farms, cereals, grass lands, and forage crops. The fibers, forestry, and sugar. Live stock on farms and dairy products. Wool and miscellaneous. Horticulture, including truck farming, floriculture, seed farming, nurseries, and tropic and semitropic fruits. Viticulture. Live stock on ranges. Live stock not on farms.
- VII. MANUFACTURES.—General statistics of manufactures. Statistics of specified industries. Manufactures in cities. Lumber and saw mills, timber products. Slaughtering and meat packing. Chemical manufactures and salt. Clay and pottery products. Coke and glass. Cotton manufactures. Dyeing and finishing of textiles. Electrical industries. Manufactured gas. Iron and steel. Printing, publishing, and periodical press. Wool manufactures, including woolen goods, worsteds, felt goods, carpets other than rag, wool hats, hosiery, and knit goods. Shipbuilding. Silk and silk goods. Agricultural implements. Paper mills. Boots and shoes. Leather, tanned and curried. Brick yards. Flour and grist mills. Cheese, butter, and condensed milk factories. Carriages and wagons. Leather, patent and enameled.
- VIII. MINES AND MINING.—Mineral industries in the United States: Iron ore. Gold and silver. Copper, lead, and zinc. Quicksilver. Manganese, petroleum and natural gas. Aluminum. Coal. Stone. Precious stones. Mica. Mineral waters. Minor minerals.
- IX. FISH AND FISHERIES.—Statistics of fisheries by geographical divisions. Statistics of fisheries by name. Scientific and popular names of fishes with their geographical distribution. Illustrations of the principal food fishes of the United States. Condensed description of fish by species. Statistical summary for each species for the United States.
- X. TRANSPORTATION.—Railroads. Statistics for the year ended June 30, 1890. Statistics for ten years ended in 1889. Lake, ocean, and river transportation. Canals. Transportation on the Pacific coast. Express business. Street railways.
- XI. INSURANCE. Fire, ocean, marine, inland navigation and transportation, and tornado insurance business. Life insurance showing the business of level premium, assessment, and coöperative companies. Miscellaneous insurance, including the business of accident, burglary, and theft guarantee, hail, live stock, plate glass and real estate title guarantee, steam boiler, surety, and wind storm insurance companies. Fraternal and other beneficiary associations.
- XII. INDIANS.—Report and statistics of the condition of Indians living within the jurisdiction of the United States, 1890, taxed and not taxed.
- XIII. ALASKA.—Population and resources of Alaska.
- XIV. VETERANS OF THE CIVIL WAR.—Seven volumes of 1,000 pages each; publication not yet authorized.
- XV. STATISTICAL ATLAS.—Publication not yet authorized.

From the list showing the number of volumes completed and in course of completion it is safe to state that before the close of the calendar year 1892 the reports contained in volumes III, IV, VIII, IX, X, XI, XII, and XIII of the Eleventh Census will be in the hands of the Public Printer; that the population volume will be well advanced toward completion, and that the work of vital and social statistics and the principal part of the work relating to agriculture and manufactures, except the calculations based upon certain returns from the population division, will be ready for the printer.

Rapid as the progress has been, notwithstanding the fact that we now have eight quarto volumes in the hands of the printer, that one of the

volumes of the compendium is nearly all in type and part of the second volume fairly started, the infinite detail of the office makes it impossible to foretell with accuracy the date of the actual termination of the work of the Eleventh Census. The present force and consequent expenses may be considerably reduced before the close of the next fiscal year. At the same time it would be a great mistake to abandon any of the work or to fail to tabulate and publish the valuable data collected. It has been from the start the aim to make this census purely a statistical one, and the results show that I have adhered closely to the original plan as mapped out and approved by you. It is impossible to point to a page of matter that has been issued from the Census Office that is not entirely relevant and that has not been called for by the act under which the census was taken. If a direct adherence to the law and the magnitude of our vast domain make the work of securing these data costly the Census Office can not be considered responsible for it.

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Editions varying from 2,500 to 5,000 copies of these bulletins have been issued to furnish important Federal, State, and municipal officers, newspapers, colleges, etc. It has been the aim of the office to make each bulletin complete in itself, and the popularity of these documents has been something phenomenal and the demand enormous. They have in a large measure taken the place of the compendium. By thus dividing the several investigations the Census Office has been able to supply exactly the information needed to experts and specialists, public men and writers, at a comparatively small cost. Under the old system it was necessary to either wait several years for a cumbrous quarto volume or for the compendium in order to ascertain some particular result of a special investigation. The bulletin supplies the specific want free of the incumbrance of the material not required, and while comparatively few persons are interested in the census in its entirety, hundreds of thousands are interested in some one inquiry. The bulletin has enabled a vast army of writers in this country and in Europe to analyze the results of this census. It has solved the question of effective distribution of information, and at the same time annihilated several years of time between the gathering of material and the publication of the ponderous volumes.

Very respectfully,

ROBERT P. PORTER,
Superintendent of Census.

The SECRETARY OF THE INTERIOR.

1851
The first of the year was a very dry one, and the crops were much injured. The weather was very hot, and the ground was very dry. The crops were much injured, and the people were much distressed. The weather was very hot, and the ground was very dry. The crops were much injured, and the people were much distressed. The weather was very hot, and the ground was very dry. The crops were much injured, and the people were much distressed.

The second of the year was a very wet one, and the crops were much injured. The weather was very cold, and the ground was very wet. The crops were much injured, and the people were much distressed. The weather was very cold, and the ground was very wet. The crops were much injured, and the people were much distressed. The weather was very cold, and the ground was very wet. The crops were much injured, and the people were much distressed.

REPORT

OF THE

COMMISSIONER OF RAILROADS.

DEPARTMENT OF THE INTERIOR,
OFFICE OF COMMISSIONER OF RAILROADS,
Washington, D. C., November 1, 1892.

SIR: In compliance with the provisions of law creating this Bureau, I have the honor to submit my fourth annual report as to the operations and conditions of the railroads which have received subsidies from the United States. Particular attention is given to the affairs of the roads indebted to the Government for bonds issued in aid of their construction.

A careful inspection has been made of all the bonded and many of the land-grant roads during the past year by the engineer of this Bureau charged with this duty. His report to the Commissioner gives full details as to the physical condition of the various roads coming under the jurisdiction of this Bureau. It will be found by a perusal of this report (Appendix No. 1) that the roads are generally undergoing many substantial improvements. These improvements, when they are made upon the bonded roads, are of especial value to the Government, as they not only increase the earning capacity of the roads, and thereby the amount of net earnings to be paid in liquidation of the debts due the Government, but they add largely to the worth of the property and thus increase the value of the securities held by the Government for bonds issued to aid the roads.

During the year the bookkeepers of the Bureau have visited the offices of the various bonded roads and thoroughly examined their books and accounts, in order to ascertain the actual amount of their net earnings. Elsewhere will be found full financial statements of the bonded companies.

The operations of the bonded roads for the past year show a considerable increase in the volume of traffic. There is also shown something of an increase in net earnings. The conspicuous features of the reports, however, are in the facts that the increases in net earnings do not at all keep pace with the increases in gross earnings. This is owing to the reduction in rates necessitated by the constantly increasing competition. Each year new avenues for transcontinental trade are opened or old

ones improved, and day by day fiercer grows the competition. The Canadian Pacific has done much to lower the rates to and from the Pacific coast. Another important line, the Great Northern, is now under construction and will soon be completed from St. Paul to Puget Sound. It is now running regular trains to Spokane, and will have its entire line to the coast in operation early in 1893. This will still further divide the transcontinental traffic and lower the rates.

While this condition of things brings substantial benefits to the shippers and passengers over the Pacific roads, to the public generally, and incidentally to the Government in its relations as a patron of these roads, it seriously affects the Government in its relations as a creditor of certain of the roads. The law requires the roads indebted to the Government to pay each year certain prescribed percentages of their net earnings in liquidation of their debts. If, from any cause, the amount of net earnings is reduced, then the amounts due the Government are proportionately reduced. No matter how great the volume of traffic may be, if the closeness of competition so reduces the rates as to yield no income beyond paying the expenses of operation, maintenance, and interest on the first-mortgage bonds, then the Government gets nothing. The framers of the law under which collections are made from the bonded roads did not rightly forecast the future business situation. They apparently looked for a large increase in traffic, incident to the development of the country along the lines of the roads, but did not foresee the competition that would be created and the reduction of rates that would follow. It was expected that the payments required by the law would be sufficient to meet the interest and establish a sinking fund that would, at their maturity, pay the principal of the subsidy bonds. These calculations were greatly at fault. The amounts received by the Government under the law have only served to meet a small proportion of the interest that has accrued, and so the debts have constantly and largely increased. This is the fault of the law and not of the railroad companies.

The railroad companies have paid yearly to the Government all that the law requires them to pay. I make this statement to correct a false impression generally entertained by the public. The Pacific railroads are not in default to the Government. They have paid yearly all that the law, as defined by the Supreme Court of the United States, requires them to pay.

It is quite unnecessary, however, at this time to discuss the efficiency of existing laws in securing the payment by the bonded roads of their debts to the Government. There is not likely to be any further legislation on this subject, except such as will relate to a final settlement and readjustment. In a very short time the subsidy bonds, both principal and interest, will fall due. The first series of the subsidy bonds matures in a little over two years. The average date of maturity will be about July, 1897. It is not expected that the bonded roads can meet their

obligations when they become due. The Government will be compelled to resort to foreclosure or to make some terms of settlement and extension. Within the last few years numerous bills have been introduced into each branch of Congress looking to this end, and several are now before both Senate and House committees on Pacific railroads.

During the last session of Congress I was instructed by the honorable Secretary of the Interior to make a special report on a bill (S. 751) that had been referred to him by the Senate Select Committee on Pacific Railroads. I prepared the report, but as I was informed by the chairman of the committee that no action would be taken on it during the last session, I did not submit it, but present it herewith as a part of my annual report. It is as follows:

SPECIAL REPORT.

DEPARTMENT OF THE INTERIOR,
OFFICE COMMISSIONER OF RAILROADS,

Washington, D. C., April 1, 1892.

SIR: I am in receipt, by reference from your office, with instructions to report on same, of Senate bill 751, together with a letter from Senator Frye, chairman of the Select Committee on Pacific Railroads, in which he requests that you will give your views in relation to the propriety of the enactment into law of such bill, and that you will suggest such amendments as occur to you to be necessary. I beg leave to report as follows:

The roads in aid of whose construction the Government issued bonds were the Union Pacific Railroad, from Omaha, Nebr., to 5 miles west of Ogden, 1,038 miles; the Kansas Pacific Railway, from Kansas City to a point 394 miles west; the Central Branch Union Pacific Railroad, from Atchison to Waterville, Kans., 100 miles; these three lines now being a part of the Union Pacific system.

The Central Pacific Railroad, running from 5 miles west of Ogden, Utah, to Sacramento, Cal., 737½ miles; the Western Pacific Railroad, from Brighton, Cal., to San Jose, Cal., 123 miles; these two lines now being consolidated and forming a part of the Central Pacific Railroad.

The Sioux City and Pacific Railroad, running from Sioux City, Iowa, to Fremont, Nebr., a distance of 101¾ miles.

This report will not take into account the latter road, as there is no proposition pending to fund and extend its debt. The roads mentioned in the bill will be referred to in this report as the Union Pacific and Central Pacific.

There were bonds issued in aid of these roads in the following amounts: Union Pacific, \$35,139,512; Central Pacific, \$27,855,680. There have been paid by the United States in interest on these bonds to December 31, 1891, in excess of payments made by the companies in reimbursement, for Union Pacific, \$20,360,946.32; for Central Pacific, \$27,233,432.29. Total amount due the United States December 31, 1891, from Union Pacific

\$55,500,458.32; from Central Pacific, \$55,089,112.29. The subsidy bonds begin to fall due January 16, 1895, and the last are due January 1, 1899. The average date of maturity is about July 1, 1897. First-mortgage bonds have also been issued on these roads, which constitute a lien prior to that of the United States, amounting on the Union Pacific to \$35,762,000, and on the Central Pacific to \$27,853,000. The first-mortgage bonds mature at practically the same dates as the subsidy bonds.

The amended bill submitted herewith I believe, if enacted into law, would fully protect the interests of the Government and secure the final payment to it of all the money, principal and interest, due from the bonded roads. I do not believe that any measure fixing a shorter period of payment or a higher rate of interest will be accepted by the railroad companies. It is useless for the Government to insist upon terms of settlement that the railroad companies will not agree to, and folly for the companies to agree to conditions not warranted by their present financial condition or their future prospects. No advantage can accrue to either party by the one imposing or the other agreeing to conditions that will not or can not be complied with. The railroad companies should be made to pay as rapidly as they can reasonably be expected to earn the money to pay with, and the rate of interest fixed should be equal with the rate the Government is compelled to pay upon its obligations. All present security should be held and such further security required to be given as the companies have it in their power to give. Upon these conditions a settlement would seem to be to the advantage of both the railroad companies and the Government.

The question to be decided is, will the interests of the Government be best promoted by agreeing to the terms of this or some similar bill or by refusing an extension, and, at the maturity of the subsidy bonds, enforcing its lien upon the roads? This is the question Congress is called upon to decide. It is rarely that so important a question is submitted to that honorable body for determination.

Since the reference to this office of the bill and the request of the Senate select committee for an opinion as to the propriety of its enactment into law, in response to which this report is made, I have had several interviews with the chief owners and officials of the Union and Central Pacific roads, in order to ascertain, if possible, whether they really desired a settlement and would be likely to accept any reasonable terms that Congress might impose. I am assured by them that they do wish to see a settlement effected, and they earnestly declare that they will agree to any conditions with which the resources of their companies will enable them to comply.

It has been frequently asserted in financial circles and stated in the newspapers that the managers of these roads were allowing them to run down by neglecting to keep up their tracks and equipment, and to maintain the properties generally, with the evident intention of

refusing a fair settlement and allowing the Government to foreclose its liens. Such statements are without any foundation in fact. On the contrary, the roads have been undergoing constant and rapid improvement for the past few years. In company with the engineer of this Bureau, who is a thorough expert in all departments of railroad construction and equipment, I have just made a careful inspection of the bonded roads, and can therefore give intelligent and accurate testimony on this point. The roadbeds have been improved by reducing grades, removing curves, etc., worn steel rails have been replaced by new and heavier rails of the same material; steel rails have taken the place of iron ones; iron bridges the place of wood; side trackage has been increased; station buildings enlarged and new ones built; new machine shops constructed and supplied with increased and improved appliances, etc. The expenditures for additions, betterments, and new equipment on the Union Pacific system from January 1, 1889, to November 30, 1891, amounted to the sum of \$11,700,482.85. Upon the *aided* portion of the road the expenditures amounted to \$4,077,336.16, or an average of \$2,837.53 per mile, and upon the nonaided road the expenditures amounted to \$7,623,145.69, or an average of \$1,382.92 per mile. It is thus seen that the company has expended in the last three years much more money per mile upon its aided than upon its nonaided lines.

The Central Pacific has expended in the past three years on its aided lines, under the head of "new construction," the sum of \$740,442.28. It has also expended for new and heavier steel rails, charged to "operating expenses," \$819,139.94. These rails have been mainly used on the aided line between Sacramento and Ogden, to improve the track over the heavy grades of the Sierra Nevada Mountains.

It has also been frequently charged that the Union and Central Pacific companies have, at various and numerous times, used moneys which, under existing laws, should have been paid to the Government, for the purpose of building branch lines upon which the Government would have no lien, and that this is the principal reason why the debts of the roads to the Government have continued to increase. These charges are wholly groundless. No part of the earnings of the Union or Central Pacific companies, which are required under the law to be paid to the Government, have been used for the purpose named, or for any purpose other than in liquidating their indebtedness to the Government. It is the uniform practice of this office to ascertain, as provided by law, the net earnings of the railway companies upon which the Government has a claim, to wit, the net earnings from the aided portions of these roads. When this amount is ascertained, 25 per cent of the sum has been demanded and has been paid into the Treasury of the United States, either directly in cash or through the allowance for transportation services rendered by the companies for the Government. This is in strict compliance with the provisions of the Thurman act, that 25 per cent of the net earnings of such portions of the lines as have

been aided by the issue of Government bonds be paid annually into the Treasury.

I may, perhaps, properly say here, that although the debts of the Union and Central Pacific companies to the Government are yearly increasing, yet this increase is not due to any failure of the railway companies to comply with the provisions of law. The fault rests in the law itself. Owing to the decreased revenues of the companies, 25 per cent of their net earnings upon their aided roads does not realize an amount sufficient to meet the interest which annually accrues upon the bonds issued in aid of their construction.

I have amended the bill as submitted by the Senate committee as follows: (See Appendix No. 5.)

(1) Changed the method of computation in ascertaining the present worth of the debts by compounding the interest for the time between the settlement and the maturity of the subsidy bonds semiannually, instead of with two rests only, as provided in the original bill.

(2) Made the rate of interest 2 per centum per annum from the start.

(3) Inserted special proviso in section 2 requiring the Union Pacific Railway Company to assign to the Government all its rights, titles, interests, and equities in certain mortgages, bonds, stocks, notes, and other securities of any description held in trust by Drexel, Morgan & Co., trustees, to secure the payment of certain notes given in settlement of the floating debts of the company.

(4) Section 5. Providing, in case of default by said companies to make any of the payments provided for by this act, that "the Attorney-General of the United States shall immediately thereupon institute proper proceedings in a proper court for the appointment of a receiver," is amended by inserting after the words United States, in the sixty-eighth line of the section, the words "upon the request of the President so to do."

(5) Amended section 20 by adding at the end of the section the words, "subject, however, to the prior lien of the mortgages to the United States herein provided for."

The essential features of the amended bill submitted herewith are as follows:

(1) An extension of the debt through a period of one hundred years, with interest at 2 per centum per annum. Payments of all accrued interest and a portion of the principal to begin immediately upon the passage of the bill and to be made semiannually on the first days of January and July of each year. The bill referred to this office, now before the Senate committee, provides for the payment of but 1 per centum interest for the first ten years, but that there shall be added to the principal "a sum to be computed on such a basis, assuming money to be worth 2 per centum per annum, as to represent the capitalized present worth of a rebate of interest for ten years of 1 per centum per annum on the total unpaid amounts and on the sum so

added for rebate of interest." I have stricken out this proviso and so amended the bill as to require the payment of 2 per centum per annum interest from the start.

(2) The exact amount of indebtedness is ascertained by adding to the whole amount of the subsidy bonds the interest that has been paid, or will be required to be paid, before the maturity of the bonds. From these amounts deduct the payments that have been made. Compute the present worth on the sums so obtained as provided in the amended bill, and from that sum so ascertained deduct the amounts in the sinking funds. This will give the net amounts for which the companies will be required to give new mortgages and bonds under the proposed extension.

(3) The companies to issue bonds for the amounts found due from them, said bonds to be secured by mortgages embracing the entire properties of such companies, real, personal, and mixed, including all the right, title, and interest of such companies in any stocks, bonds, or securities, or lands of any branch or auxiliary companies in which such companies now have any interest; and all railroads now owned or hereafter acquired and constructed by such companies, and all their franchises, telegraph lines, rolling stock, fixtures, and properties of every kind and description, etc. (See bill for full provisions under this head.)

(4) In case the railroad companies fail to accept the provisions of this bill within the time specified therein they shall be required to pay each year into the sinking funds in the United States Treasury, in addition to what they are now required by law to pay into the bond and interest and sinking funds, an amount which shall, in the aggregate, equal 75 per cent of their whole net earnings, or three times the amount the present laws require them to pay.

(5) In case the companies refuse, neglect, or fail to make the payments required to be made by this bill, the Attorney-General, upon the request of the President so to do, is directed to immediately institute proper proceedings for the appointment of a receiver, who shall at once take possession of the roads and operate them in the interest of the Government, applying all net proceeds to the payment of the principal and interest due on the subsidy bonds.

(6) That the Central Pacific shall obtain such modification of its lease to the Southern Pacific Company as will enable it to carry out the provisions of this act.

(7) That all liens created and subsisting under existing laws shall be and remain in full force until the provisions of this act are fully complied with.

(8) The President is authorized to direct, whenever in his opinion it may be deemed necessary, the Secretary of the Treasury to pay off any liens paramount to the liens held by the United States, and upon the failure of the companies to make repayments, with all costs, expenses, and interest thereon, within one year after being notified so to do, he

may, at his discretion and option, declare the whole indebtedness of said companies due and payable at any day thereafter, and all the rights of the United States shall thereupon be enforced.

(9) The companies allowed to extend payment of, or refund by issuing new bonds, the indebtedness now existing by virtue of their first-mortgage bonds.

(10) In case of any default continuing for ninety days in the regular payment of interest or principal required to be paid by the terms of this bill, the entire debt due to the United States from the company making such default shall, at the option of the President, immediately mature.

(11) While any bonds issued under this bill shall be held by the Government, and there shall be due on them any principal or interest, the United States shall not pay the company so in default for any services rendered by any railroad or telegraph line owned, leased, or operated by such defaulting company.

(12) Forbidding the payment of dividends until interest on first-mortgage bonds and all principal and interest due upon the bonds issued under this bill are fully paid.

(13) The companies may pay bonds at any time if held by the United States. The United States may sell the bonds at not less than their full face value and accrued interest thereon.

(14) The act to be enforced by the Attorney-General; to be subject to alteration, amendment, or repeal; nothing therein to be held to deny, exclude, or impair any right or remedy in the premises now existing in favor of the United States.

These are the leading provisions of the bill which accompanies this report.

The Government has two alternatives presented to it: To indorse this or some similar plan of settlement such as the railroad companies will agree to, or, failing to do so, to foreclose its liens on the bonded roads when the subsidy bonds mature. In determining which of these two policies it is wiser to pursue, Congress will naturally consider, in connection with the proposition of settlement and extension, first, the matter of time; second, security; third, rate of interest; fourth, results to follow a failure on the part of the companies to comply with the law.

(1) *As to time.*—I do not regard the question of time as of much importance. If the money is earning something and the Government sustains no loss by distributing the payments through a protracted period, it matters little just how many years the extension covers. There seems no reason to expect that any permanent financial condition will exist that will prevent the Government from securing all the money it needs at a rate of interest not in excess of that to be paid by the railroad companies under the terms of this bill. If this be true, then no loss can result by reason of a long extension.

(2) *As to security.*—The question of security is one of paramount

importance. The plan of settlement to be adopted should require the companies to put up all the additional securities that they can possibly command. What the Government should insist upon is such a settlement as will render full repayments of its advances certain at *some date*, although the time may be quite remote. The bill provides that the companies must give the Government a mortgage on their "property of every kind and description, as well as that which they, their successors, or assigns may hereafter acquire, subject to any bona fide lawfully prior and paramount lien." The question then is: What additional securities can the companies give?

First, as to the Central Pacific. The Government now holds a second mortgage on a line running from Ogden, Utah, to San Jose, Cal., 860 miles. The greater part of this distance the road runs through a mountain and desert country, almost uninhabited and worthless. More than half the line, 451 miles, lies in Nevada, the population of which, always very small, has decreased, the mineral wealth is apparently largely exhausted, and the agricultural possibilities limited and remote. This portion of the road must depend almost wholly upon through business, as it is not likely ever to develop any considerable local traffic. The aided line of the Central Pacific is entirely without valuable terminal facilities. It does not even touch Oakland or San Francisco, where the great bulk of the Pacific coast trade centers. It would not be possible to operate it independently of its branches, upon which the Government has no lien, except at a great loss. Access must be had to the terminals on the Bay of San Francisco. These are immensely valuable, estimated at many millions. In addition to the terminals the Central Pacific Company has nearly 500 miles of road, embracing suburban lines near San Francisco, and mainly located in the Sacramento and San Joaquin valleys, the most fertile in California, which are nonaided, and which, with the aided line, go to make up the Central Pacific system. This bill provides that these auxiliary lines, with their terminals, including piers, docks, ferryboats, etc., at Oakland and San Francisco, shall be mortgaged to the Government as additional security for the carrying out its provisions. Just what these properties may be worth over and above the present liens against them is a question upon which the best informed men would naturally differ, and I shall hazard no estimate. All who are familiar with the situation will agree, however, that they are rapidly increasing in value and that for the purposes of the operation of the aided line they are invaluable.

The Union Pacific lines, on which the Government has a lien, run from Omaha to Ogden, 1,038 miles; from Kansas City 394 miles west, and from Atchison to Waterville, Kans., 100 miles, making, of aided lines, 1,532 miles. In addition to the aided lines the Union Pacific has a total of 6,412 miles of branch lines upon which the Government has no lien. These with the aided lines make up the Union Pacific system. This

bill provides that all the branch lines be included in the mortgage to be given to the Government. While these lines are now mortgaged, which liens would be paramount to the Government lien, yet they are continually increasing in value, and it is only through their operation that the main line can be made profitable. These branches reach many important points, such as Denver, Portland, Salt Lake City, and other commercial centers not reached by the aided lines, and at these places own extensive and rapidly appreciating terminal properties. Full details of the business operations and financial condition of these branch lines are to be found in the annual reports of the Union Pacific Company now on file in this office. These branch lines, traversing as they do mainly a new country, but one which is rapidly developing in mining, manufacturing, and agricultural industries, are very certain to speedily increase their traffic and ultimately to become worth much more than the amount of the liens now existing against them. A mortgage upon these would largely add to the Government's security.

The Union Pacific also owns a valuable equity in a large amount of bonds, stocks, and personal property, which this bill provides shall be assigned to the Government as further security for carrying out its provisions. These bonds and stocks amount at their par value to a trifle over \$100,000,000; they are estimated to be actually worth \$42,000,000. This estimate of the actual worth of these securities was not made by the company owning them, but by a committee of its creditors, who proposed to loan their money to the company, taking these securities as collateral. This is the situation in reference to the \$100,000,000 represented by the bonds, stocks, etc., referred to.

The Union Pacific Company had long been carrying a heavy floating debt. It found, a few months ago, that it was so pressing that some provision must be made for its settlement. A meeting of the creditors was called, and as the company had no money with which to meet their demands and no available securities on which to raise money, except the bonds, stocks, etc., mentioned, it was arranged that the company should issue three-year 6 per cent notes and execute a trust indenture to Drexel, Morgan & Co., trustees, depositing with them all these bonds, stocks, etc., as security for the payment of the notes. This arrangement has been carried out and the \$100,000,000 of bonds and stocks are now in the hands of Drexel, Morgan & Co., trustees. This "creditors' agreement" provides that the issue of the three-year 6 per cent notes provided for under it shall be limited to \$24,000,000. The actual floating indebtedness of the Union Pacific was less than \$20,000,000. Up to this time but about \$18,000,000 in these notes have been issued. It was the desire of the company to be allowed to raise a few millions in excess of the amount necessary to pay its floating debt to make some important extensions, particularly to extend their Oregon lines to Puget Sound so as to compete for the large and rapidly increasing traffic of that section.

These securities, now held in trust by Drexel, Morgan & Co., are mainly first-mortgage bonds on the branch lines of the Union Pacific, on their extensive coal mines, etc., and have certain fixed values. The creditors' committee, composed of the shrewdest financiers in New York, in estimating their actual value, in all cases figured them below the prices at which they were quoted on the market. The stocks were figured at merely nominal prices, over \$20,000,000 par value being estimated at \$2,000,000. There is every reason to believe that the estimate of the actual value of these securities is a very conservative one. If this be true, the transfer of the company's interest in these bonds, stocks, etc., would bring to the Government much additional security. Attached to this report as Appendix No. 1 (see Appendix No. 3), will be found the "creditors' agreement" referred to, together with a list of the bonds, stocks, etc., and the values put upon them by the creditors' committee.

Aside from the actual money value represented by these securities, there is another very important consideration in connection with getting them under Government control. In the list are represented stocks that constitute a controlling interest in all the branch lines of the Union Pacific system. If, for any reason, after accepting this bill, the Union Pacific should neglect or refuse or be unable to comply with its provisions, and the Government should foreclose on the aided lines, it would then be of the utmost importance that the Government be in a position to control the management of the branch lines. In no other way could it make the operation of the aided lines profitable.

It is for these reasons that I have amended the bill now before the Senate committee by inserting a provision compelling the Union Pacific Company to assign to the Government, as one of the conditions of a settlement, all its rights, interests, and equities in connection with the bonds, stocks, and other personal property now held in trust for it by Drexel, Morgan & Co.

I have submitted no estimates of my own as to the value of the additional securities which this bill contemplates shall be given to the Government by the Union Pacific if a settlement is effected. I have simply submitted the facts of the situation. I will add, however, that in February, 1890, the Senate Select Committee on Pacific Railroads, after thoroughly inspecting the lines of the company, taking testimony of experts as to their worth, ascertaining the amount of their indebtedness, estimating the value of the securities, lands, etc., owned by the company; in short, after a full and exhaustive investigation of the whole subject, reported that the additional security to be received by the United States, in the event of a settlement similar to the one now proposed, would amount to \$92,466,545.

(3) *As to the rate of interest.*—The rate of interest provided in the bill is 2 per centum per annum, payable semi-annually. Payments of all accrued interest and a portion of the principal must be made each six months.

The installments to be paid are so divided that, as the payments of interest decrease in amount the payments on the principal will increase so as to equalize the amounts of the semiannual payments throughout the period for which the debts are extended. Two per centum is a very low rate of interest, and yet it seems that at present the Government can secure money at that rate. In fact, 2 per centum Government bonds are now quoted at a small premium. If the Government extends these debts it ought to receive upon them such a rate of interest as will indemnify it from any loss by reason of the extension. This is all it can rightfully demand. The Government should not seek to speculate on the extension of these debts, nor should the railroad companies desire or be permitted to secure terms of settlement that will involve the Government in a loss. One hand should wash the other. The Government should receive from the railroad companies in interest upon their obligations just the rate that it is compelled to pay upon its own obligations.

The correct way to judge of the ability of the companies to meet the requirements of the bill is by their net earnings. They must earn the money to pay with. By this standard it will readily be seen that 2 per centum is all they can afford to pay, and in my judgment it is as high a rate as they will agree to pay.

(4) *The results to follow a failure by the companies to accept the bill and carry out its provisions.*—I am unable to see how the interests of the Government can be put in peril by the enactment of this bill into law, even if the railroad companies do not accept it, or, accepting it, fail to comply with its provisions. If they neglect or refuse to accept it, then under its terms they are required to pay yearly to the Government 75 per centum of their net earnings instead of being compelled to pay 25 per centum as they now are under existing laws. If they accept the bill and fail to comply strictly with its provisions, then authority is given to immediately foreclose upon the roads. The Government surrenders none of its rights that exist under present laws by the enactment of a new law. In the expressive parlance of the street, "it keeps all it has got and gets all it can." It releases no present security, removes no existing restrictions, grants no new conditions, barring the extension of time, but provides that "nothing herein contained shall be held to deny, exclude, or impair any right or remedy in the premises now existing in favor of the United States."

If the Government decides not to settle with the railroad companies and extend their debts, but to seek for reimbursement of its advances through foreclosure on the lines on which it has liens, then the propositions to consider are, first, their cost to the Government; second, their earning capacity; third, the ability of the Government to profitably operate them.

(1) *How much will the roads cost the Government?*—They will cost the amount of the first-mortgage bonds, of the subsidy bonds, and of the

interest that will have been paid on the subsidy bonds, in excess of the repayments made by the companies. Taking July 1, 1897, as the date of average maturity of the subsidy bonds, and assuming that the companies, under existing laws, will pay for the next five years the same amounts they have paid for the last five years, the cost July 1, 1897, of the roads would closely approximate the sum of \$186,000,000. This will be an average of \$77,716.96 per mile for all the aided roads on which the Government can foreclose. This sum is made up as follows: First-mortgage bonds, \$63,615,000, or an average of \$26,580.45 per mile; subsidy bonds, \$62,995,192, or an average of \$26,321.47 per mile; interest paid by the United States in excess of repayments made by the companies, \$59,389,818, or an average of \$24,815.03 per mile, making the grand total of \$186,000,000, or an average of \$77,716.96 per mile. These are the figures on the aggregate of the aided lines, 2,393.30 miles. Taking the two systems separately, the figures are as follows: Central Pacific first-mortgage bonds, \$27,853,000; subsidy bonds, \$27,855,680; excess of interest, \$34,223,894; making a total of \$89,932,574.94, or an average of \$104,490.14 per mile on 860.68 miles of road. Union Pacific first-mortgage bonds, \$35,762,000; subsidy bonds, \$35,139,512; excess of interest, \$25,165,913.06; making a total of \$96,067,425.06, or an average of \$62,682 per mile on 1,532.62 miles of road. It would not seem desirable for the Government to acquire railroad properties at these figures.

(2) *Their earning capacity.*—Having ascertained the net cost to the Government, the next question is as to their earning capacity. Nobody will suppose that the roads could be sold for enough to reimburse the Government for their cost. The question is, can they be operated by the Government so as to pay their expenses of operation, maintenance, etc., and leave a surplus large enough to pay the interest and finally extinguish the principal of the Government debt? This is an important question. The way to most accurately answer it would seem to be to take the past earnings of the roads as a basis upon which to estimate their future earnings. If we do this we find that the earnings as shown by the reports of the companies for the past few years would not yield amounts sufficient to pay the expenses of operation, maintenance, the necessary new construction, equipment, etc., and leave a balance that would pay the interest on the cost of the roads to the Government and eventually the principal.

In considering this question as to whether the roads under Government operation could reasonably be expected to net enough to pay the interest on and eventually the principal of the debt, I have assumed money to be worth but 2 per centum per annum. Although money can be had at this low rate on such undoubted security as Government bonds, yet it would be the height of business folly for the Government or any individual or corporation to enter into any business enterprise, surrounded by all the hazards which forever threaten active business,

that only promised under favorable conditions to yield 2 per centum dividends. Business policies and principles are the same, whether applied to the Government or individuals. While an individual might loan his money at 2 per centum when he was certain to receive his interest and the return of his principal, no prudent man would ever think of investing his money in active business which, if successful, would only yield 2 per centum, and if unsuccessful would involve the loss of perhaps both interest and principal. The Government should be guided by this same rule of business prudence in determining its action with reference to the debts of the Pacific roads. It might wisely extend their debts at 2 per centum interest, receiving such security as would seem to insure their ultimate payment; but to assume the extraordinary hazards of operating the roads on a basis of only receiving 2 per centum dividends from them under favorable conditions would seem to be the extreme of financial folly.

(3) *Could the Government profitably operate the roads?* In my opinion it could not. I do not believe that, even under fair conditions—that is, if it could obtain full control of all the roads, rights, and franchises that are controlled, owned, and exercised by the Union and Central Pacific companies—it could so handle the properties as to make them profitable. I know of no instance, in this or any other country, where railroads have been operated profitably and to the best advantage of the public while under governmental control. While the General Government has never owned or operated railroads, several of the States have experimented in that direction, and always with disastrous results. No less than six or eight have made the attempt and abandoned it. In 1866 Massachusetts took the Troy and Greenfield line, including the Hoosac Tunnel, but the property is now in the possession of the Fitchburg Railroad Company. Michigan, in 1836, went into railroad construction and operation, including the Michigan Central and Southern and some other lines. In 1846 and 1850 the roads were sold and a provision was incorporated into the constitution inhibiting the State from being thereafter engaged in any work of internal improvement. Illinois at one time put \$1,000,000 into a railroad connecting Meredosia and Springfield, and afterward sold it for \$100,000, or a tenth of the cost, and it is now a part of the Wabash system. Indiana, in 1836, put \$1,200,000 into a railroad projected from Madison, on the Ohio River, to Indianapolis, but ceased to operate it in 1843, and a private corporation took the road and finished it in 1849. Georgia built the Western and Atlantic, operated it some years, then leased it to a private corporation, and it is now in the hands of receivers. Missouri and Virginia have both been interested in railroad properties, and in each case suffered heavy losses. Pennsylvania, many years ago, began the construction of a railroad from Philadelphia to Columbia, to connect with a canal extending to the base of the Allegheny Mountains. It later sold the works to private corporations “as the result of a con-

viction, drawn from experience and never shaken, that transportation must be regarded as a private enterprise, and not as a public function."

In no country in Europe has the Government ownership and control of railroads been satisfactory to the people, and the tendency has constantly been toward placing the management of transportation properties in the hands of private corporations. In all cases where governmental control is the most absolute are the rates the highest and the service least satisfactory. The cost of railroad transportation in the United States is less than that upon the lines of any country which owns and manages its railroads, though in such countries the wages of labor are much less than with us.

In these facts the United States may find a lesson to profitably study and a warning to heed.

I have stated that, in my judgment, the Government could not profitably operate the roads in question, even under fair conditions; that is, supposing it controlled all the branch lines that serve as feeders to the main lines. It certainly may be safely asserted as true beyond any question that the main lines can not be profitably operated except in connection with the branch lines. It is the business derived from the branches that makes it possible to operate the trunk lines with profit. In this opinion every committee, commission, board of Government directors, and all others who have been charged with the duty of officially investigating the subject fully concur.

Now, look at the situation and the conditions that would prevail in the event of a foreclosure of its liens by the Government. The liens are only on the trunk lines. The Government, by its foreclosure, would get no interest in or control over any of the branches. On the Central Pacific it would acquire 860 miles out of a total of 1,360, and on the Union Pacific 1,532 miles out of a total of 7,944. As I have said, most of the main line of the Central runs through an uninhabited and worthless region. It is almost without local traffic for more than half its length. It has no terminal facilities on the Bay of San Francisco, where the bulk of the Pacific coast trade centers. It mainly receives its business from the nonaided lines of the system with which it is now connected. The Senate Select Committee on Pacific Railroads, in its report of date February 17, 1890, says on this point:

These branch lines have all been valuable feeders to the original road, and as now operated perform a valuable service in protecting its traffic from the grasp of competitors.

Upon the question of terminals the same report says:

Without these roads (the nonaided lines) the Central Pacific would end in the interior of the State and would be, to a very great extent, at the mercy of the other lines until it should build its own line to the coast.

Under such conditions it would be folly to expect that the aided line of the Central Pacific, if foreclosed upon by the Government, could be operated with profit.

The condition of the Union Pacific is somewhat similar, although its main trunk line, running from Omaha to Ogden, traverses a much better country than does the Central, and its local traffic is much greater. However, it is only by securing the business of its auxiliary lines that it is enabled to show any net returns. Its local traffic would fall far short of paying its expenses of operation. The transcontinental business has been so divided by the building of new lines, and the rates so reduced by the increasing competition, that the margin of profit on that class of business is extremely small. No railroads not having a good local traffic are able to earn even the smallest dividends. The aided line of the Union Pacific is also without proper terminals. There is a controversy as to whether the Government has any lien on the bridge connecting Council Bluffs with Omaha. No subsidy bonds were issued in aid of the bridge or the line approaching it on the eastern side of the river. The act of Congress provided that the eastern terminus should be on the east bank of the Missouri River, and this office has always treated the Omaha bridge as a part of the aided line, and demanded that 25 per cent of its net earnings be paid annually into the Treasury. The company has never paid this except under protest.

Should the courts decide adversely to the Government, the aided line would terminate at Omaha and have no means of crossing its trains over the river and connecting with the lines running east from Council Bluffs. The aided line of the Union Pacific does not touch the leading commercial cities west of the Missouri River, such as Denver, Salt Lake City, Portland, and others. These are reached only by means of the branch lines. It ought not to require any argument to show that under these conditions it would be impossible for the Government to realize any profit from the operations of the aided lines of the Union Pacific should it foreclose its lien. A simple statement of the facts of the situation tells the story. Looking these facts squarely in the face, I can come to no other conclusion than that the Government would suffer great loss should it decide to refuse the settlement provided for in the accompanying bill, and seek, through foreclosure of its liens on the aided roads, to recover the advances it has made and is yet to make on their behalf.

It may not be improper to state in this connection, as showing the judgment upon this subject of many eminent men, that every committee, commission, board of Government directors, successive Secretaries of the Interior, railroad commissioners, President Cleveland, and others charged with the duty of investigating the question, and who have given it exhaustive consideration, have all agreed without a dissenting opinion that a settlement should be had and the debts of the roads extended.

I have considered the question so far purely as a financial one, in which only the Government and the railroad companies are interested. In its consideration I have sought to apply business principles to a

business proposition. I have purposely avoided giving long arrays of figures in regard to the condition of the companies, as statistics are often more confusing than instructive. I have made no estimates as to probable values. The main facts and figures which I have given can be easily verified.

I am aware that there is much of prejudice against the bonded roads, and misinformation as to their conduct and affairs, but with this I do not care to deal. On the one hand many charges are made against the roads that are not warranted by the facts, and on the other hand the companies claim credits and equities which I think ought not to be considered. It is not pertinent to the questions involved in this report to defend or assail the management of the companies, past or present. Justice and expediency should be considered in deciding upon the best plan of action under the circumstances as they exist.

In determining the question as to whether the Government shall extend the debts of the bonded roads as provided in this bill, or shall wait until the maturity of the subsidy bonds and then foreclose on the roads, there is a consideration, other than those heretofore presented, that it seems to me should appeal to the judgment of Congress. The interests of the people living along the lines and depending wholly upon the Union and Central Pacific roads for their transportation facilities are directly and vitally involved in this controversy. There is only one way in which the railroad companies can pay their debts; that is, by earning the money to pay them with. They have no surplus funds and no sources of income except from the operation of their roads. If the terms of settlement enforced by Congress demand too speedy payments or too high a rate of interest, then, if the roads attempt to comply with such terms, they can do so only by levying exorbitant rates upon their traffic. This would be a hardship upon the people living along their lines. There would be no escape for those who depend entirely upon these roads for their transportation. Through rates could not be advanced; competition would prevent that. The forces of commerce are more potential than any railroad company in fixing the rates from competing centers. The burden would inevitably rest upon the local traffic.

The Union and Central Pacific lines traverse, to more or less extent, fifteen States and Territories, embracing an area of 1,667,694 square miles, or forty-six per centum of the entire area of the United States. A large share of this vast territory depends wholly upon these roads. It is mainly a new country, sparsely inhabited and but slightly developed. It has a wealth of resources almost beyond limit, and its possibilities as to population and wealth can scarcely be fully realized.

Any action of the Government, whether of settlement or foreclosure, that promises to unfavorably affect the interests of this great region, should be avoided if possible.

Briefly summarized, the facts show that a settlement would give to

the Government much additional security, that the Government would yield none of its present rights, that payments of all interest and a part of the principal would begin at once and be made each six months until the debts were fully paid.

Attached to this report is Appendix No. 2 (see Appendix No. 4), which shows approximately what the debts of the companies would amount to on July 1, 1892, and the payments, principal and interest, that would be required to be made under the terms of the accompanying bill.

A foreclosure would require an investment of about \$186,000,000, or \$77,716.96 per mile for the roads to which the Government would acquire ownership. The roads secured would be only trunk lines, without the necessary feeders or terminals. The Government could not reasonably expect to operate the roads with profit.

I am of the opinion that, in view of the foregoing facts, it would be sound business judgment to settle with the railroad companies and extend their debts under the provisions of the accompanying bill, rather than to foreclose on the roads and seek reimbursement for their cost to the Government either through their sale or operation. I am sure that when the facts of the situation are fully understood, and the alternative of settlement or foreclosure is squarely presented, as it must be, Congress will decide, and the people approve the decision, that it is wise to make a settlement which promises to secure the payment of all the interest and a part of the principal of the debts each six months from the date of settlement, rather than to resort to a foreclosure that involves the additional investment of an amount equal to the original debt. It is time to be getting more money out of the bonded railroads rather than putting more into them.

By the passage of this bill the Government hazards nothing. It waives no existing rights, releases no present securities, impairs no existing obligations. If the railroads refuse to accept it, or, accepting, neglect or refuse to comply with its provisions, the interests of the Government will not be thereby in any way put in peril. If the railroad companies accept it and discharge their obligations under it, as they agree to do, then would it prove a happy solution of this vexed question.

A careful study of all the facts of the situation leads me to the conclusion that the interests of the Government and of the people along the lines of the bonded roads would be best protected by such a settlement as is provided for in the amended bill submitted herewith.

* * * * *

COMMISSION RECOMMENDED.

In case the bill referred to in the foregoing report, or some other measure of settlement, fails to meet the approval of Congress, a commission might be provided for to settle with the bonded roads. Congress is a large, unwieldy, and busy body; it has hardly the time, if it

had the disposition, to consider details. Many members have not time to fully examine into the question and naturally will hesitate to sanction a settlement, the effects of which they do not fully understand. Negotiations involving so many complicated questions can not be considered as fully as they should be in so large a body. As has been stated in my special report, the railroad companies can not be forced into a settlement. At the maturity of the bonds the Government can compel terms of settlement or foreclose its lien, but not previous to that time, and foreclosure can then be had only by paying off the first-mortgage bonds.

Heretofore Congress has seen fit to examine into the conditions and managements of the bonded roads through the medium of commissions and special committees. I am of the opinion that a settlement with these roads can best be effected by a special commission appointed for that purpose. The amount involved is very large. The properties that will be offered as securities for the payment of the debts are widely scattered, of various characters, and of uncertain values. To correctly ascertain their worth will require great labor and the employment of the best legal and financial talent. Many complex questions will arise that can not be safely solved by men not entirely familiar with all the facts surrounding them. I have often heard the opinion expressed by members of Congress, other high public officials, and leading financiers and business men, that the Pacific Railroad question could never be satisfactorily settled except by a commission. I am of the opinion that such a commission should consist of five members, to be appointed by the President, and to be at all times under his direction and control, and subject to removal by him in his discretion. The commission should be entirely nonpartisan, not more than two members belonging to the same political party. The salaries should be liberal, such as would command the services of the very best men. The commission should have the power to employ a stenographer, secretary, and experts if necessary.

The commissioners, or either of them, should have power to compel the attendance and testimony of witnesses and the production of all books, papers, contracts, agreements, and documents that in their judgment might be needed in intelligently conducting negotiations, and to administer oaths, and to that end should be authorized to invoke the aid of the courts of the United States. The commission should be vested with full, absolute, and irrevocable power to fully settle all the claims of the United States against the bonded roads for the bonds issued to such roads and the interest that has accrued, and been unpaid, or that may hereafter accrue on such bonds. It should be authorized to give such extension of time, upon such securities and at such rate of interest as it might determine upon. In short, it should be vested with the full power of Congress in the adjustment and extension of the debts due from the bonded roads to the Government; their action to be approved

by the President. All existing rights of the Government should be preserved, and no settlement made that could be held to deny, exclude, or impair any right or remedy now existing in favor of the United States.

Should Congress see fit to create such a commission, and it should be unable to effect a settlement, having due regard to the interests of the United States, the financial abilities of the companies, and the welfare of the localities through which the roads pass, it might safely be assumed that the railroad companies do not desire to settle upon terms that shall be fair and equitable to all interests concerned, and that any further action by Congress to this end would be useless. Congress will shortly be compelled to do one of three things: First, to pass a law refunding the railroad debts upon such terms as will be accepted by the companies; second, to create a commission vested with power of settlement; or, third, to refuse all action looking toward settlement, and, at the maturity of the subsidy bonds, provide for paying off the first-mortgage bonds, foreclose the Government lien, and sell or operate the roads.

I can not forbear earnestly reiterating the recommendation so often made by myself, previous heads of this Bureau, higher executive officials, and committees of Congress charged with the duty of specially investigating the subject, that some early legislative action be taken in the matter. The magnitude of the interests involved may well command the early attention of Congress.

UNION PACIFIC RAILWAY COMPANY.

Articles of union and consolidation between the Union Pacific Railroad Company, the Kansas Pacific Railway Company, and the Denver Pacific Railway and Telegraph Company, forming the Union Pacific Railway Company, were entered into January 24, 1880, and duly ratified by the stockholders. The mileage of the road June 30, 1892, was as follows:

Main line:	Miles.
Council Bluffs, Iowa, to Ogden, Utah Territory.....	1,033.46
Kansas City, Mo., to Denver, Colo.....	638.91
Denver, Colo., to Cheyenne, Wyo.....	104.06
Branch lines:	
Leavenworth, Kans., to Lawrence, Kans.....	31.93
Council Bluffs, Iowa (Broadway), to junction with main line.....	1.76
Omaha, Nebr. (Bridge Junction), to old initial point.....	3.95
Almy Junction, Wyoming, to Mine No. 7.....	3.76
Armstrong, Kans., to Wyandotte, Kans.....	2.08
Detroit, Kans., to Enterprise, Kans.....	1.95
Total owned.....	1,821.86

The company also controls and operates auxiliary lines aggregating 6,326.12 miles in length, making a total of 8,147.98 miles in the system. There are also three other railroad companies, whose lines aggregate 111.38 miles in length, in which the Union Pacific Railway Company

has a proprietary interest, but the net revenues of which are not included in the general income statements of the system.

The portions of the road which were constructed by the aid of a subsidy in bonds and are subject to the requirements of law with respect to the annual payment to the Government of a percentage of earnings are as follows: Bridge Junction, Omaha, Nebr., to Ogden, Utah, 1,029.4840 miles; Ogden Station, Utah, to junction with Central Pacific Railroad (leased and operated by the Central Pacific Railroad Company), 5 miles; Kansas City, Mo., to a point near Boaz, Kans., 393.9425 miles.

The subsidy bonds issued to this company amount to \$33,539,512, the Union Pacific having received \$27,236,512 and the Kansas Pacific \$6,303,000. The United States had paid in interest thereon the sum of \$49,198,519.98, and there had been repaid by the company in transportation services and cash, as shown by the books of the Treasury Department, \$30,724,769.15, which made the company's liability to the Government, June 30, 1892, amount to the sum of \$52,013,262.83. The excess of interest paid by the United States over all credits amounted to \$18,473,750.83. The amount found due from this company under the acts of 1862, 1864, and 1878, for the year ending December 31, 1892, was \$1,342,578.13, an increase of \$173,401.30 over the preceding year. The annual interest paid by the United States on the bonds issued to this company amounts to \$2,012,370.72.

There are 17.25 miles of double track, and 563.59 miles of sidings. Steel rails are laid upon 1,816.58 miles, and iron rails upon 5.28 miles of the road. The ballast consists of 27.09 miles of stone, 31.81 miles of gravel, 41.08 miles of cinders, 7.03 miles of burnt clay, and the remainder, 1,709.85 miles, of earth. There are 671 miles of fencing, and 1.09 miles of snow sheds.

During the year 9,117.22 tons of steel rails were laid at a cost of \$284,850.70, and 1,243 tons of iron rails at a cost of \$26,193.24, and there were placed in the track 731,292 cross ties, at a cost of \$367,921.99. The expenditures for additions and betterments to railway during the year amounted to \$102,040.31, and for rolling stock to \$25,522.40, all of which was charged to construction account.

The equipment consists of 534 locomotives, 512 of which are equipped with Westinghouse brakes; 13 dining, 61 sleeping, 25 chair, 139 first class, 7 second class, 67 emigrant, 44 mail and mail combination, 47 baggage, 12 express, 3 combination baggage and express, and 14 officers' cars, making a total of 432 cars in the passenger service, all of which are equipped with Westinghouse brakes and Miller platforms. In the freight service there are 6,105 box, 1,083 stock, 1,802 coal, 471 flat, 117 combination, 427 refrigerator, 796 fruit, and 229 caboose cars, making a total of 11,030 cars in this service, 6,849 of which are equipped with Westinghouse brakes. There are 50 refrigerator and 182 fruit cars equipped with Miller platforms. In road-repair service there are 13

derrick, 346 dump, gravel, and construction, and 31 boarding cars; 22 wood and iron snow plows, 3 rotary snow plows, and 7 flangers. The foregoing includes the following equipment held in trust by the American Loan and Trust Company, of Boston, Mass., as trustee: 158 locomotives, 20 chair, 14 first class, 34 emigrant, 6 mail and mail combination, 12 baggage, 12 combination coach and baggage, 1,009 box, 283 stock, 611 coal, 700 furniture, 350 refrigerator, 500 fruit, 51 caboose, and 100 dump cars.

The company reports that to June 30, 1892, it had acquired by patent from the United States 7,158,435.30 acres of land, and by cancellation of contracts 1,704,433.36 acres, and that it had disposed of 13,673,141.66 acres, the total cash receipts from all sales to date amounting to \$35,797,898.84. There remained outstanding on account of time sales the sum of \$7,979,772.05.

The road-bed, track, bridges, buildings, and equipment of the main line between Omaha, Nebr., and Ogden, Utah, were inspected by the engineer of this Bureau in March last. His report thereon will be found in Appendix No. 1.

The following statements show the financial condition of the company June 30, 1892, the amounts found due under the acts of 1862, 1864, and 1878, and other statistics pertaining to the company.

Comparative statement of the funded debt of the Union Pacific Railway Company June 30, 1892 and 1891.

Class of bonds.	Term of bonds.		Rate of interest.	Amount of bonds outstanding—		Difference.		Lien on—
	Years.	Date of maturity.		June 30, 1892.	June 30, 1891.	Increase.	Decrease.	
<i>Union Pacific Railroad Company.</i>								
Union Pacific, first mortgage.....	30	1896-1899	6	\$27,229,000	\$27,229,000	.....	.....	Road and franchise, Omaha to Ogden.
United States subsidy, second mortgage.....	30	1896-1899	6	27,236,512	27,236,512	.....	.....	Do.
Sinking-fund mortgage, coupon.....	20	1893	8	4,965,000	5,542,000	.....	\$577,000	Road and franchise, Omaha to Ogden, third mortgage: granted lands, second mortgage.
Sinking-fund mortgage, registered	20	1893	8	454,000	620,000	.....	166,000	Bonds of branch lines held by trustees.
Collateral trust, 6 per cent.....	29	1908	6	3,827,000	3,931,000	.....	104,000	Omaha Bridge, first mortgage.
Omaha Bridge.....	25	1896	8	732,000	887,000	.....	155,000	Granted lands.
Land-grant mortgage.....	20	1887-1889	7	8,000	9,000	.....	1,000	
<i>Kansas Pacific Railway Company.</i>								
Eastern division, first mortgage	30	1895	6	2,240,000	2,240,000	.....	.....	Road and income, Kansas City to a point 140 miles west.
Middle division, first mortgage.....	30	1896	6	4,063,000	4,063,000	.....	.....	Road and income, one hundred and fortieth mile post to three hundred and ninety-fourth mile post.
United States subsidy, second mortgage....	30	1895-1898	6	6,303,000	6,303,000	.....	.....	Road and franchise, Kansas City to three hundred and ninety-fourth mile post.
Denver extension, first mortgage.....	30	1899	6	5,887,000	5,887,000	.....	.....	Road and lands, three hundred and ninety-fourth mile post to Denver.
Leavenworth branch, first mortgage.....	30	1896	7	18,000	18,000	.....	.....	Leavenworth branch.
Income.....	50	1916	7	22,500	22,500	.....	.....	Income.
Income, subordinated.....	50	1916	7	19,000	19,000	.....	.....	Do.
Consolidated mortgage	40	1919	6	12,470,000	12,570,000	.....	100,000	Blanket mortgage, 779 miles of road and 394 miles of land grant.
Denver extension, coupon certificates	12	1886	6	385.00	385.00	.....	.....	Income.
<i>Denver Pacific Railway and Telegraph Company.</i>								
Cheyenne branch, first mortgage	30	1899	7	4,000	4,000	.....	.....	Cheyenne branch, road and lands.
<i>Union Pacific Railway Company.</i>								
Trust, 5 per cent coupon	24	1907	5	4,857,000	4,990,000	.....	133,000	Bonds of branch lines held by trustees.
Trust, 5 per cent registered.....	24	1907	5	18,000	18,000	.....	.....	Do.
Omaha Bridge renewal, second mortgage..	21	1906	5	889,000	734,000	\$155,000	.....	Omaha Bridge.
Equipment trust, series A.....	1 to 10	1882-1897	5	430,000	502,000	.....	72,000	Equipment held by the American Loan and Trust Company of Boston, as trustee.
Equipment trust, series B	1 to 10	1889-1899	5	1,263,000	1,473,000	.....	210,000	
Equipment trust, series C	1 to 10	1891-1900	5	671,000	389,000	282,000	.....	
Collateral trust, 4½ per cent.....	29	1918	4½	2,044,000	2,058,000	.....	.....	Bonds of branch lines held by trustees.
Kansas division and collateral mortgage, coupon	30	1921	5	5,000,000	.....	5,000,000	14,000	Road and lands and bonds and stocks held by trustees.
Collateral trust, 6 per cent notes.....	3	1894	6	18,084,000	.....	18,084,000	.....	Bonds and stocks held by trustees.
Total funded debt .....	.....	.....	.....	128,734,397	106,745,397	21,989,000	.....	

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings	\$19, 737, 578. 43
Profits on bonds of other companies	11, 087. 34
Dividends on stocks of other companies	359, 838. 00
Interest on bonds of this and other companies	1, 267, 004. 12
Interest and income from miscellaneous investments..	174, 394. 49
Receipts of the land department and trust incomes...	183, 824. 71
Interest on sinking funds of company	565, 290. 00
Miscellaneous land receipts	12, 672. 43
Sinking-fund mortgage 8 per cent. bonds; interest and sinking fund repaid by trustees thereunder....	444, 640. 00
Sales of coal lands *	2, 962, 724. 54
Total	\$25, 719, 054. 06

EXPENDITURES.

Operating expenses and taxes	11, 435, 779. 69
Interest on funded debt	5, 275, 172. 19
Interest on other debt	265, 559. 92
Sinking-fund requirements—company	971, 230. 00
New construction	102, 040. 31
New equipment	25, 522. 40
Discount on collateral trust notes	1, 376, 371. 08
Expenses of the land department, taxes, etc	360, 686. 82
United States requirements †	1, 333, 488. 82
Premium on sinking fund 8 per cent bonds bought .	56, 313. 30
Adjustment of old construction accounts	2, 018. 61
Premium on bonds redeemed	7, 387. 50
Profit and loss	1, 123, 606. 83
Total	22, 335, 177. 47
Surplus	3, 383, 876. 59

*Comparative statement of the financial condition of the Union Pacific Railway Company
June 30, 1892 and 1891.*

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
LIABILITIES.				
First-mortgage bonds	\$43, 434, 000. 00	\$43, 435, 000. 00	.....	\$1, 000. 00
Interest on same, due and accrued	180, 246. 06	263, 206. 06	.....	82, 960. 00
Interest on same, accrued—not due	1, 034, 492. 50	1, 008, 520. 00	\$25, 972. 50	.....
United States subsidy bonds	33, 539, 512. 00	33, 539, 512. 00	.....	.....
Interest on same paid by United States..	49, 198, 519. 98	47, 186, 149. 26	2, 012, 370. 72	.....
Other funded debt	51, 760, 885. 00	29, 770, 885. 00	21, 990, 000. 00	.....
Interest on same, due and unpaid	74, 640. 65	79, 496. 91	.....	4, 856. 26
Interest on same, accrued—not due	858, 900. 32	457, 892. 49	401, 007. 83	.....

* This item represents the difference between the amounts at which certain coal lands and properties owned by the company stood upon the company's books, and the estimated value of \$3,650,000 in bonds and \$3,649,400 in stock of the Union Pacific Coal Company received therefor at the sale thereof.

† The amount found due by this office as the requirement for the year 1891 was \$1,342,578.13.

*Comparative statement of the financial condition of the Union Pacific Railway Company
June 30, 1892 and 1891—Continued.*

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
LIABILITIES—continued.				
Dividends unpaid.....	\$18,709.27	\$18,709.27	.....	.....
Bills payable .....	.....	15,635,978.58	.....	\$15,635,978.58
Accounts payable	2,214,511.74	2,875,472.79	.....	660,961.05
Pay rolls and vouchers	3,305,559.38	4,163,051.69	.....	857,492.31
Called bonds	155,000.00	152,000.00	\$3,000.00	.....
Total debt	185,774,976.90	178,585,874.05	7,189,102.85	.....
Capital stock	60,868,500.00	60,868,500.00	.....	.....
Total stock and debt.....	246,643,476.90	239,454,374.05	7,189,102.85	.....
ASSETS.				
Road, fixtures and equipment	155,348,481.36	158,181,624.58	.....	2,833,143.22
Land contracts, land cash, etc	9,580,850.76	10,809,946.07	.....	1,229,095.31
Fuel, material, and stores on hand.....	2,029,282.84	2,319,323.96	.....	290,041.12
Cash on hand.....	2,225,108.97	1,551,713.49	673,395.48	.....
Company's stocks and bonds owned by company	157,620.00	500,514.80	.....	342,894.80
Company's stocks and bonds owned by company, in trust	6,155,382.92	.....	6,155,382.92	.....
Other stocks and bonds owned by company.....	715,841.82	36,084,212.09	.....	35,368,370.27
Other stocks and bonds in trust	53,515,580.09	13,453,923.63	40,061,656.46	.....
Miscellaneous investments	1,202,268.74	1,460,741.98	.....	258,473.24
Advances payable in stocks and bonds ..	2,403,084.28	3,299,728.66	.....	896,644.38
Sinking funds in hands of trustees—company.....	3,514,479.39	2,813,690.78	700,788.61	.....
Bills receivable	1,364,400.47	1,388,235.48	.....	23,835.01
Accounts receivable	13,389,260.63	13,745,450.86	.....	356,190.23
Due from other companies on account of traffic.....	477,259.76	331,472.56	145,787.20	.....
Repaid the United States in transportation and cash	31,487,749.02	29,596,320.35	1,891,428.67	.....
Total assets.....	283,566,651.05	275,536,899.29	8,029,751.76	.....
Surplus.....	36,923,174.15	36,082,525.24	840,648.91	.....

In its general balance sheet the company claims credit for reimbursements to the Government by transportation services and cash payments amounting to \$31,487,749.02, but the following statement, compiled from reports furnished by the Treasury Department of settled accounts and moneys paid into the Treasury to June 30, 1892, shows a difference of \$762,979.87, as follows:

Applied to bond and interest account:

Transportation	\$17,313,927.54
Cash	438,409.58

Total.....	\$17,752,337.12
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Applied to sinking-fund account:

Transportation	8,752,938.45
Cash	1,421,714.46
Accumulated interest on investments.....	2,797,779.12

Total.....	12,972,432.03
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Total credits June 30, 1892	30,724,769.15
Amount of credits claimed by company	31,487,749.02

Difference	762,979.87
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The following statements show the amount found due for the year ending December 31, 1891, from the Union Division, under the "Thurman" act, and from the Kansas Division, under the acts of 1862 and 1864:

Statement of amounts due the United States from the Union Pacific Railway Company for the year ending December 31, 1891, under act of May 7, 1878.

UNION DIVISION.

EARNINGS.

United States:

Passenger	\$77,317.86	
Freight.....	84,087.87	
Mail.....	829,470.68	
Express	1,877.67	
		\$992,754.08

Commercial:

Passenger	2,390,620.63	
Sleeping cars	102,271.05	
Freight.....	10,329,610.01	
Company freight	378,469.35	
Express	231,707.46	
Telegraph	39,014.63	
Miscellaneous	189,258.37	
		13,660,951.50

Total earnings 14,653,705.58

EXPENSES.

Maintenance of way and structures	1,259,897.87	
Maintenance of equipment.....	1,899,485.84	
Conducting transportation.....	4,045,371.35	
General expenses and taxes.....	1,250,115.92	
Total operating expenses.....	8,454,870.98	
Interest on first-mortgage bonds.....	1,633,740.00	
Total expenses under act of May 7, 1878.....		10,088,610.98
Net earnings.....		4,565,094.60

[25 per cent of net earnings equals \$1,141,273.65]

DUE THE UNITED STATES.

One-half Government transportation as above.....	496,377.04	
5 per cent of net earnings under act of 1862	228,254.73	
Total to bond and interest account.....		724,631.77
One-half transportation as above.....	496,377.04	
Total to sinking-fund account.....		496,377.04
Total for the year.....		1,221,008.81

KANSAS DIVISION—AIDED LINE.

EARNINGS.

United States:

Passenger	\$8,493.94	
Freight.....	8,387.66	
Mail.....	103,604.63	
Telegraph	291.73	
		\$120,777.99

Commercial:

Passenger	718,513.92	
Sleeping cars	22,885.23	
Freight.....	1,870,492.18	
Company freight.....	42,433.08	
Express	51,418.33	
Telegraph	7,112.62	
Miscellaneous	106,129.15	
		2,818,984.51

Total earnings.....	2,939,762.47
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EXPENSES.

Maintenance of way and structures.....	295,736.28	
Maintenance of equipment	333,657.84	
Conducting transportation.....	758,996.09	
General expenses and taxes	314,594.51	
Total operating expenses.....	1,702,984.72	
New construction, equipment, etc.....	13,170.93	
Total expenses under act of 1864		1,716,155.65
Net earnings.....		1,223,606.82
5 per cent of net earnings		61,180.34

DUE THE UNITED STATES.

One-half Government transportation as above.....	60,388.98	
5 per cent net earnings under act July 2, 1864.....	61,180.34	
Total for the year.....		121,569.32

DUE FROM THE UNION PACIFIC RAILWAY COMPANY.

On account of the Union Division	1,221,008.81	
On account of Kansas Division.....	121,569.32	
Total		1,342,578.13

Comparative statement of the earnings and expenses of the Union Pacific Railway Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$3, 598, 018. 71	\$3, 984, 856. 39	.....	\$386, 837. 68
Freight	14, 251, 969. 09	13, 679, 226. 42	\$572, 742. 67	.....
Mail	1, 034, 415. 89	743, 594. 60	290, 821. 29	.....
Express	321, 010. 37	357, 846. 24	.....	36, 835. 87
Miscellaneous	532, 164. 37	440, 131. 61	92, 032. 76	.....
Total	19, 737, 578. 43	19, 205, 655. 26	531, 923. 17	.....
EXPENSES.				
Maintenance of way and structures.....	1, 828, 137. 90	2, 019, 969. 45	.....	191, 831. 55
Maintenance of equipment	2, 571, 413. 64	2, 523, 611. 97	47, 801. 67	.....
Conducting transportation	5, 269, 483. 13	5, 732, 216. 14	.....	462, 733. 01
General expenses and taxes.....	1, 766, 745. 02	1, 962, 422. 76	.....	195, 677. 74
Total	11, 435, 779. 69	12, 238, 220. 32	.....	802, 440. 63
NET EARNINGS.				
	8, 301, 798. 74	6, 967, 434. 94	1, 334, 363. 80	.....
Average miles operated	1, 821. 86	1, 821. 50	. 36	.....
Earnings per mile	\$10, 833. 75	\$10, 543. 87	\$289. 88	.....
Expenses per mile	6, 276. 98	6, 718. 76	.....	\$441. 78
Net earnings per mile.....	4, 556. 77	3, 825. 11	731. 66	.....
Percentage of expenses to earnings.....	57. 94	63. 72	.....	5. 78

CENTRAL PACIFIC RAILROAD COMPANY.

The main line of this road extends from Oakland Wharf, California, to Ogden, Utah, with branches from Roseville Junction to the Oregon State line, Lathrop to Goshen, and from Niles northward to Oakland and southward to San Jose, Cal. The entire road is operated by the Southern Pacific Company under lease of January 1, 1888, its total length being 1,360.28 miles.

That portion of the line extending from Ogden, Utah, to Sacramento, thence via Niles to San Jose, Cal., a distance of 860.66 miles, was aided by the United States with bonds and lands, and is subject to the requirements of law with respect to the payment of a percentage of its net earnings to the Government.

The subsidy bonds issued to aid in the construction of the Central Pacific and Western Pacific railroads, the two companies having been consolidated, amounted to \$27,885.680, and the United States had paid as interest thereon the sum of \$40,162,871.41. There had been repaid by the company in transportation services and cash, the sum of \$12,808,510.04, making a net liability to the Government on June 30, 1892, of \$55,210,041.37. The excess of interest paid by the United States over all credits amounted to \$27,354,361.37. The amount found due from this company under the acts of 1862, 1864, and 1878, for the year ending December 31, 1891, was \$613,516.27, as shown by detailed statement following.

The roadbed, track, bridges, buildings, shops, and equipment were inspected by the engineer of this Bureau in March last. His report of improvements made during the year will be found in Appendix No. 1.

During the year there had been 18.35 miles of track laid with 76-pound steel rails, and 10.50 miles with 62-pound steel rails, replacing lighter rails. There were also placed in the track 582,658 cross-ties, at a cost of \$255,617.90. The expenditures for additions and betterments to railway and rolling stock amounted to \$276,030.78, all of which was charged to income paid by lessee.

The equipment consists of 224 locomotives, all of which are equipped with Westinghouse brakes; 3 dining, 18 sleeping, 160 first class, 33 second class, 43 second-class sleeping, 26 baggage, 14 mail, 16 combination baggage, mail, and express, 17 combination passenger and baggage, 7 express, and 7 officers' cars, making a total of 344 cars in the passenger service, all of which are equipped with Westinghouse brakes and Miller platforms. In the freight service there are 757 box, 87 coal, 1,664 flat, 1,626 combination, 149 fruit, and 102 caboose cars, making a total of 4,385 cars in this department, 4,285 of which are equipped with Westinghouse brakes, and 87 fruit cars with Miller platforms. There are 182 cars used in road-repair service.

The report of the company shows that to June 30, 1892, there had been patented by the Government 2,402,384.34 acres of land, 1,039,710.59 being on account of the Central Pacific and 1,362,673.75 on account of the Oregon and California railroad companies. There had been sold 2,674,159.48 acres, and the total cash receipts from all sales amounted to the sum of \$9,404,273.60. There remained outstanding on account of time sales the sum of \$1,126,685.07.

The following statements show the financial condition of the company on June 30, 1892, the amount found due for the year ending December 31, 1891, under the acts of 1862, 1864, and 1878, and other statistics pertaining to the company:

Comparative statement of the funded debt of the Central Pacific Railroad Company June 30, 1892 and 1891.

Character of bonds.	Term of bonds.		Rate of interest.	Amount of bonds outstanding—		Difference.		Lien.
	Years.	Date of maturity.		June 30, 1892.	June 30, 1891.	Increase.	Decrease.	
<i>Central Pacific Railroad Company.</i>								
First mortgage, series A.....	30	1895	Per cent. 6	\$2,995,000	\$2,995,000	.....	.....	Road and franchise, Sacramento to State line.
First mortgage, series B.....	30	1896	6	1,000,000	1,000,000	.....	.....	Do.
First mortgage, series C.....	20	1896	6	1,000,000	1,000,000	.....	.....	Do.
First mortgage, series D.....	30	1896	6	1,383,000	1,383,000	.....	.....	Do.
First mortgage, series E.....	30	1897	6	3,997,000	3,997,000	.....	.....	Road and franchise, California State line to 5 miles west of Ogden.
First mortgage, series F.....	30	1898	6	3,999,000	3,999,000	.....	.....	Do.
First mortgage, series G.....	30	1898	6	3,999,000	3,999,000	.....	.....	Do.
First mortgage, series H.....	30	1898	6	3,999,000	3,999,000	.....	.....	Do.
First mortgage, series I.....	30	1898	6	3,511,000	3,511,000	.....	.....	Do.
United States subsidy, second mortgage...	30	1895-1898	6	25,885,120	25,885,120	.....	.....	Road and franchise, Sacramento to 5 miles west of Ogden.
First mortgage, series A, California and Oregon division, extended.	30	1918	5	5,982,000	5,982,000	.....	.....	Road and franchise, Roseville Junction to Oregon State line.
First mortgage, series B, California and Oregon; interest ceased from Jan. 1.	20	1892	6	41,000	5,858,000	.....	.....	Do.
First mortgage, series B, California and Oregon, extended.	26	1918	5	4,358,000	.....	.....	.....	Do.
Land-grant bonds, extended.....	10	1900	5	3,550,000	4,258,000	.....	.....	First mortgage, Central Pacific and California and Oregon lands.
Fifty-year bonds.....	50	1936	6	56,000	56,000	.....	.....	Lands granted by United States and all other property except aided.
Fifty-year bonds.....	50	1939	5	11,000,000	11,000,000	.....	.....	Lands granted and all other property.
<i>Western Pacific Railroad Company.</i>								
Old issue.....	30	1895	6	111,000	111,000	.....	.....	Road and franchise, Sacramento to San Jose.
First mortgage, series A.....	30	1899	6	1,859,000	1,859,000	.....	.....	Do.
First mortgage, series B.....	30	1899	6	765,000	765,000	.....	.....	Road and franchise, Niles to Oakland.
United States subsidy, second mortgage ..	30	1895-1898	6	1,970,560	1,970,560	.....	.....	Road and franchise, Sacramento to San Jose.
<i>San Joaquin Valley Railroad Company.</i>								
First mortgage.....	30	1900	6	6,080,000	6,080,000	.....	.....	Road and franchise, Lathrop to Goshen.
Total.....	.....	.....	.....	87,540,680	89,707,680	.....	2,167,000	.....

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings (rental, 1891).....	\$2, 144, 425. 18
Land Department, sales, etc., 1891	\$352, 771. 28
Interest on notes held by trustees of land grant mortgage	100, 106. 95
	452, 878. 23
Interest on sinking funds of company, 1891	374, 054. 06
Sinking fund requirements paid by the Southern Pacific Company, 1891.....	275, 000. 00
United States requirement, paid by the Southern Pacific Company, 1891	613, 516. 27
Miscellaneous, dividends on stock owned	8, 400. 00
Total.....	\$3, 868, 273. 74

EXPENDITURES.

Operating expenses	(*)
Interest on first-mortgage bonds	(*)
Interest on other funded debt.....	(*)
Interest on other debt.....	(*)
New construction	(*)
New equipment	(*)
Expenses of Land Department	(*)
Sinking fund, requirements of company	649, 054. 06
United States sinking fund requirement, 1891.....	613, 516. 27
United States Thurman act requirement restatement under decision Supreme Court, 1878 to 1890, inclu- sive	\$405, 085. 43
Loss for years 1887-1890, chargeable to the Southern Pacific Company	70, 330. 92
	334, 754. 51
Land receipts and interest paid to trustees of land mort- gage.....	452, 878. 23
Dividends No. 25, August 1, 1891, No. 26, February 1, 1892.	1, 345, 510. 00
Total	3, 395, 713. 07
Surplus.....	472, 560. 67

*Comparative statement of the financial condition of the Central Pacific Railroad Company
June 30, 1892 and 1891.*

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
LIABILITIES.				
First-mortgage bonds.....	\$27, 853, 000. 00	\$27, 853, 000. 00	.....	.....
United States subsidy bonds	27, 855, 680. 00	27, 855, 680. 00	.....	.....
Interest on same, paid by United States	40, 162, 871. 41	38, 491, 530. 61	\$1, 671, 340. 80	.....
Other funded debt.....	31, 832, 000. 00	33, 999, 000. 00	.....	\$2, 167, 000. 00
Dividends unpaid	65, 021. 00	69, 177. 00	.....	4, 156. 00
Accounts payable, pay rolls, and vouchers	257, 141. 00	257, 316. 29	.....	175. 29
Trustees land-grant mortgage	401, 551. 02	336, 842. 77	64, 708. 25	.....
Sinking funds uninvested	790, 747. 37	.....	790, 747. 37	.....
Bills payable	2, 000, 000. 00	2, 500, 000. 00	.....	500, 000. 00
Total debt.....	131, 218, 011. 80	131, 362, 546. 67	.....	144, 534. 87
Capital stock.....	68, 000, 000. 00	68, 000, 000. 00	.....	.....
Total stock and debt.....	199, 218, 011. 80	199, 362, 546. 67	.....	144, 534. 87

* Payable by lessee and charged in income account.

*Comparative statement of the financial condition of the Central Pacific Railroad Company
June 30, 1892 and 1891—Continued*

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
ASSETS.				
Cost of road fixtures and equipment.....	\$169,318,726.83	\$168,875,826.83	\$442,900.00	.....
Land contracts, etc.....	1,122,202.47	1,129,425.49	.....	\$7,223.02
Cash on hand.....	295,835.80	177,506.84	118,328.96	.....
Company stock owned by company.....	724,500.00	724,500.00	.....	.....
Other stocks and bonds owned by com- pany.....	832,529.22	832,615.09	.....	85.87
Miscellaneous investments.....	19,869.32	19,813.88	55.44	.....
Sinking fund, in hands of trustees.....	10,026,459.19	11,167,180.57	.....	1,140,721.38
Bills and accounts receivable.....	4,015,616.70	3,753,686.07	261,930.63	.....
United States transportation and sink- ing fund accounts.....	12,509,734.94	11,491,133.24	1,018,601.70	.....
Due from the United States in cash.....	1,068,161.67	1,068,161.67	.....	.....
Water front in San Francisco, Oakland, and Sacramento.....	7,750,000.00	7,750,000.00	.....	.....
Farming lands, unsold, estimated value.....	20,250,000.00	20,750,000.00	.....	500,000.00
Total assets.....	227,933,636.14	227,739,849.68	193,786.46	.....
Surplus.....	28,715,624.34	28,377,303.01	338,321.33	.....

In its general balance sheet the company claims credit for reimbursements to the Government by transportation services and cash payments amounting to \$13,577,896.61, but the following statements compiled from reports furnished by the Treasury Department of settled accounts and moneys paid into the Treasury to June 30, 1892, shows a difference of \$769,386.57, as follows:

Applied to bond and interest account:

Transportation	\$6,566,680.47
Cash.....	658,283.26

Total	\$7,224,963.73
-------------	----------------

Applied to sinking-fund account:

Transportation	3,626,362.11
Cash.....	633,992.48
Accumulated interest on investments	1,323,191.72

Total	5,583,546.31
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Total credits to June 30, 1892.....	12,808,510.04
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Amount of credits claimed by company.....	13,577,896.61
---	---------------

Difference	769,386.57
------------------	------------

*Statement of amount due the United States from the Central Pacific Railroad Company
for the year ending December 31, 1891, under the acts of 1862, 1864, and 1878.*

EARNINGS.

United States:

Passenger	\$28,019.39
Mail.....	39,710.93
Express	439,840.19

Total.....	\$507,570.51
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Commercial:

Passenger	\$2, 562, 359. 99
Freight.....	6, 345. 628. 43
Express.....	104, 418. 32
Miscellaneous.....	126, 319. 59
Total.....	\$9, 138, 726. 33
Gross earnings.....	9, 646, 296. 84

EXPENSES.

Maintenance of way and structures	1, 027, 083. 98
Maintenance of equipment.....	952, 570. 39
Conducting transportation.....	3, 060, 040. 24
General expenses and taxes.....	816, 507. 00
Total.....	5, 856, 201. 61
Interest on first-mortgage bonds	1, 671, 180. 00
Total expenses under act of May 7, 1878	7, 527, 381. 61
Net earnings so ascertained	2, 118, 915. 23

[25 per cent of net earnings equals \$529,728.81]

DUE THE UNITED STATES.

One-half Government transportation as above.....	253, 785. 25
5 per cent of net earnings.....	105, 945. 76
Total to credit of bond and interest account.....	359, 731. 01
One-half Government transportation as above.....	253, 785. 26
Total to credit of sinking-fund account.....	253, 785. 26
Total requirement for the year	613, 516. 27

Comparative statement of the earnings and expenses of the Central Pacific Railroad Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$5, 212, 992. 72	\$5, 010, 355. 49	\$202, 637. 23	
Freight.....	9, 505, 532. 24	10, 707, 487. 16		\$1, 201, 954. 92
Mail.....	551, 069. 38	546, 235. 83	4, 833. 55	
Express	193, 994. 51	223, 791. 84		29, 797. 33
Miscellaneous	290, 863. 98	238, 160. 75	52, 703. 23	
Total	15, 754, 452. 83	16, 726, 031. 07		971, 578. 24
EXPENSES.				
Maintenance of way and structures.....	2, 022, 647. 92	1, 913, 111. 82	109, 536. 10	
Maintenance of equipment	1, 448, 043. 80	1, 429, 434. 06	18, 609. 74	
Conducting transportation	4, 915, 999. 95	4, 956, 697. 70		40, 697. 75
General expenses and taxes.....	1, 515, 980. 24	1, 471, 695. 64	44, 284. 60	
Total	9, 902, 671. 91	9, 770, 939. 22	131, 732. 69	
Net earnings.....	5, 851, 780. 92	6, 955, 091. 85		1, 003, 310. 93
Average miles operated.....	1, 360. 28	1, 360. 28		
Earnings per mile	\$11, 581. 76	\$12, 296. 02		\$714. 26
Expenses per mile.....	7, 279. 87	7, 183. 03	\$96. 84	
Net earnings per mile	4, 301. 89	5, 112. 99		811. 10
Percentage of expenses to earnings.....	62. 92	58. 42	4. 50	

CONDITION OF SINKING FUNDS.

The sinking funds of the Union Pacific and Central Pacific Companies, held by the Secretary of the Treasury on June 30, 1892, amounted to the sum of \$18,542,600.38, the Union Pacific having to its credit \$12,965,304.82 and the Central Pacific \$5,577,295.56.

The premium paid on bonds for the sinking fund of the Union Pacific to June 30, 1892, amounted to \$1,803,804.82, and the interest received from investments to \$2,797,779.12. For the Central Pacific the premium amounted to \$1,142,295.56, and the interest on investments to \$1,323,191.72.

Since the creation of this fund in 1878 to June 30, 1892, the Secretary of the Treasury had made the following investments:

Character of bonds.	Union Pacific.	Central Pacific.	Total.
Funded loan of 1881, 5 per cent, extended at 3 per cent	\$256,450.00	\$736,700.00	\$993,150.00
Funded loan of July 12, 1882, at 3 per cent	1,620,000.00	1,220,000.00	2,840,000.00
Funded loan of 1907, 4 per cent	4,478,650.00	199,100.00	4,677,750.00
Currency sixes, United States subsidy bonds	1,043,000.00	2,548,000.00	3,591,000.00
First-mortgage bonds of prior lien to United States	10,973,500.00	2,122,000.00	13,095,500.00
Principal.....	18,371,600.00	6,825,800.00	25,197,400.00
Less bonds redeemed and sold	7,210,100.00	2,390,800.00	9,600,900.00
Present principal.....	11,161,500.00	4,435,000.00	15,596,500.00
Premium paid.....	1,803,804.82	1,142,295.56	2,946,100.38
Total cost.....	12,965,304.82	5,577,295.56	18,542,600.38

SIOUX CITY AND PACIFIC RAILROAD COMPANY.

This road is operated by the Chicago and Northwestern Railway Company, and forms a part of its through line from Omaha, Nebr., to St. Paul, Minn. It extends from Sioux City, Iowa, to Fremont, Nebr., a distance of 101.77 miles, with a branch line from California Junction to Missouri Valley, Iowa, a distance of 5.65 miles, making a total of 107.42 miles. It is practically all laid with 60-pound steel rails. There are 30.86 miles of sidings and 194 miles of fencing.

The United States issued to the Sioux City and Pacific Railroad Company the sum of \$1,628,320 in bonds to aid in the construction of 101.77 miles of road, as follows: From Sioux City, Iowa, to California Junction, Iowa, 69.75 miles, and from California Junction, Iowa, to Fremont, Nebr., 32.02 miles. That portion of the line between California Junction and Missouri Valley is nonsubsidized. The interest paid on these bonds by the United States to June 30, 1892, amounted to \$2,343,590.29, and there had been retained by the Treasury Department, on account of transportation services rendered the Government, the sum of \$191,007.46, leaving due on that date an aggregate of \$3,780,902.83. The excess of interest paid by the United States above all credits amounted to \$2,152,582.83.

The equipment consists of 12 locomotives, 10 of which are equipped with Westinghouse brakes; 14 passenger cars, equipped with Westing-

house brakes and Miller platforms; 290 box, 20 stock, 46 flat, and 12 caboose cars, making a total of 368 cars in the freight department, 210 of which are equipped with the Westinghouse brakes and Chicago platforms. During the year there were added to the equipment 200 box cars, at a cost of \$110,189.14. The expenditures for new construction amounted to \$8,115.85. The renewals of cross-ties amount to 22,821, at a cost of \$12,489.68.

All of the land granted this company, 41,398.23 acres, was sold to the Missouri Valley Land Company April 15, 1875, for \$200,000.

The following statements show the financial condition of the company on June 30, 1892:

LIABILITIES.

First-mortgage bonds	\$1, 628, 000. 00
Interest on same, due and accrued	1, 290. 00
Interest on same, accrued, not due	48, 840. 00
United States subsidy bonds	1, 628, 320. 00
Interest on same paid by United States	2, 343, 590. 29
Interest on preferred stock, accrued, not due	2, 957. 51
Pay rolls and vouchers	61, 965. 31
Total debt	5, 714, 963. 11
Capital stock	2, 068, 400. 00
Total stock and debt	\$7, 783, 363. 11

ASSETS.

Cost of road, fixtures, and equipment	5, 739, 633. 69
Fuel, material, and stores on hand	69, 981. 28
Cash on hand	100, 187. 30
Accounts receivable	55, 458. 26
Due from other companies on account of traffic	21, 396. 61
Withheld by United States for transportation services ..	107, 537. 02
Due from the United States	175, 120. 92
Total assets	6, 269, 315. 08
Deficit	1, 514, 048. 03

Statement of revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings	\$516, 440. 39
Profit and loss	5, 330. 55
Total revenue	\$521, 770. 94

EXPENDITURES.

Operating expenses	385, 167. 83
Interest on first-mortgage bonds	97, 680. 00
Interest on other funded debts	97, 699. 20
New construction	8, 115. 85
New equipment	110, 189. 14
Interest on preferred stock	11, 830. 00
Total expenditures	710, 682. 04
Deficit	188, 911. 10

Statement of amount due the United States from the Sioux City and Pacific Railroad Company for the year ending December 31, 1891, under the acts of 1862 and 1864.

EARNINGS.

United States:

Passenger.....	\$2, 188. 63	
Freight.....	947. 73	
Mail.....	24, 017. 27	
		\$27, 153. 63

Commercial:

Passenger.....	227, 075. 07	
Extra baggage.....	5, 019. 67	
Freight.....	199, 436. 06	
Express.....	4, 049. 02	
Miscellaneous.....	16, 657. 41	
		452 237. 23

Total earnings..... 479, 390. 86

EXPENSES.

Maintenance of way and structures.....	72, 095. 14	
Maintenance of equipment.....	33, 908. 33	
Conducting transportation.....	176, 813. 45	
General expenses and taxes.....	42, 096. 78	
Total operating expenses.....	324, 913. 70	
New construction.....	5, 754. 46	
Total expenses.....		330, 668. 16

Net earnings..... 148, 722. 70

5 per cent of net earnings..... 7, 436. 14

DUE THE UNITED STATES.

One-half Government transportation, as above.....	13, 576. 81	
5 per cent of net earnings, act of 1862.....	7, 436. 14	
Total.....		21, 012. 95

Comparative statement of the earnings and expenses of the Sioux City and Pacific Railroad Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger.....	\$252, 507. 69	\$240, 657. 80	\$11, 849. 89	
Freight.....	212, 750. 27	215, 376. 52		\$2, 626. 25
Mail.....	27, 563. 13	23, 455. 46	4 107. 67	
Express.....	4, 133. 10	7, 762. 73		3, 629. 63
Miscellaneous.....	19, 486. 20	21, 666. 01		2, 179. 81
Total.....	516, 440. 39	508, 918. 52	7, 521. 87	
EXPENSES.				
Maintenance of way and structures.....	93, 736. 81	46, 265. 67	47, 471. 14	
Maintenance of equipment.....	43, 708. 66	36, 528. 15	7, 180. 51	
Conducting transportation.....	202, 545. 11	177, 364. 41	25, 180. 70	
General expenses and taxes.....	45, 177. 27	48, 981. 29		3, 804. 02
Total.....	385, 167. 85	309, 139. 52	76, 028. 33	
Net earnings.....	131, 272. 54	199, 779. 00		68, 506. 46
Average miles operated.....	107. 42	107. 42		
Earnings per mile.....	\$4, 807. 67	\$4, 737. 65	\$70. 02	
Expenses per mile.....	3, 585. 62	2, 877. 85	707. 77	
Net earnings per mile.....	1, 222. 05	1, 859. 80		\$637. 75
Percentage of expenses to earnings.....	74. 58	60. 75	13. 83	

CENTRAL BRANCH UNION PACIFIC RAILROAD COMPANY.

This road extends from Atchison to Waterville, Kans., a distance of 100 miles. The Atchison, Colorado and Pacific Railroad, 254.79 miles, and the Atchison, Jewell County and Western Railroad, 33.40 miles, are also leased by this company, making a total of 388.19 miles owned and leased. The capital stock of the company is \$1,000,000, of which \$858,000 is owned by the Union Pacific Railway Company. The road and its branches were leased to the Missouri Pacific Railway Company September 30, 1885, for a period of twenty-five years, the Union Pacific Company receiving the net earnings as rental.

Subsidy bonds were issued to aid in the construction of this road between Atchison and Waterville, Kans., to the amount of \$1,600,000. The interest paid on these bonds by the United States amounted to \$2,413,808.26; and there had been repaid by the company, in transportation and cash, the sum of \$523,230.21, leaving a liability to the Government June 30, 1892, of \$3,490,578.05. The excess of interest paid by the United States over all credits amounted to \$1,890,578.05.

The entire road is laid with steel rails. The ballast consists of 24.82 miles of stone, 33.50 miles of gravel, 10.33 miles of cinders, and 31.35 miles of earth. There are 180 miles of barbed wire fencing. The bridge openings are 158 in number and aggregate 6,958 feet in length.

Betterments were effected through expense accounts, but no improvement account was kept. During the year 38,036 new cross-ties were placed in the track at a cost of \$21,680.52.

The equipment consists of 35 locomotives, 13 of which are equipped with the Westinghouse and 5 with American brakes; 8 first-class, 1 second-class, 4 baggage, 9 combination, and 1 officers' cars, making a total of 23 cars in the passenger service, 22 of which are equipped with Westinghouse brakes and Miller platforms. In the freight service there are 317 box, 84 stock, 45 coal, 44 flat, and 19 caboose cars, making a total of 509 cars in this service. There are 8 cars used in road-repair service.

The records of the General Land Office show that there have been patented to this company 218,250.08 acres of land, but the company fails to make any report as to the disposition of the same and the amount realized thereon.

The following statements show the financial condition of the company June 30, 1892, the amount found due the United States for the year ending December 31, 1891, under the acts of 1862 and 1864, and the earnings and expenses for the fiscal year:

LIABILITIES.

First-mortgage bonds	\$2, 230, 000. 00
Interest on same, due and accrued.....	2, 480. 00
Interest on same, accrued—not due.....	23, 350. 00
United States subsidy bonds	1, 600, 000. 00
Interest on same paid by United States	2, 413, 808. 26

Dividends unpaid.....	\$25. 00
Accounts payable.....	1, 160, 715. 41
Total debt	\$7, 430, 378. 67
Capital stock	1, 000, 000. 00
Total stock and debt.....	8, 430, 378. 67

ASSETS.

Road, fixtures, and equipment	4, 001, 299. 76
Land contracts, land cash, etc	8, 960. 17
Stocks and bonds owned by company.....	9, 000. 00
Accounts receivable.....	121, 028. 94
Repaid the United States in transportation and cash....	535, 006. 21
Total assets.....	4, 675, 295. 08
Deficit.....	3, 755, 083. 59

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings	\$566, 906. 17
Profits on stocks of other companies.....	35, 797. 24
Interest and income from miscellaneous investments...	7, 382. 04
Receipts of the Land Department	711. 56
Total.....	\$610, 797. 01

EXPENDITURES.

Operating expenses and taxes	329, 933. 75
Interest on first-mortgage bonds	140, 100. 00
Losses on stocks of other companies	12, 320. 00
Losses on bonds of other companies.....	675. 00
Losses on leased lines	137, 344. 17
Expenses of the land department.....	30. 33
United States requirement	14, 741. 62
Profit and loss	1, 188. 58
Total	636, 333. 45
Deficit.....	25, 536. 44

Statement of amount due the United States from the Central Branch Union Pacific Railroad Company for the year ending December 31, 1891, under the acts of 1862 and 1864.

EARNINGS.

United States:	
Passenger.....	\$18. 16
Freight.....	4. 15
Mail	15, 862. 28
	\$15, 884. 59
Commercial:	
Passenger	67, 837. 92
Freight.....	338, 551. 94
Express.....	4, 315. 21
Miscellaneous.....	7, 366. 48
	418, 071. 55
Total earnings.....	433, 956. 14

EXPENSES.

Maintenance of way and structures.....	\$77,306.30
Maintenance of equipment.....	27,618.88
Conducting transportation.....	138,565.76
General expenses and taxes	54,478.43
Total operating expenses.....	\$297,969.37
Net earnings.....	135,986.77
5 per cent of net earnings.....	6,799.33

DUE THE UNITED STATES.

One-half Government transportation as above.....	7,942.29
5 per cent of net earnings.....	6,799.33
Total	14,741.62

Comparative statement of the earnings and expenses of the Central Branch Union Pacific Railroad Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger.....	\$70,160.49	\$70,538.14		\$377.65
Freight.....	468,668.44	243,029.56	\$225,638.88	
Mail.....	15,862.28	15,862.28		
Express.....	4,457.68	4,234.82	222.86	
Miscellaneous.....	7,757.28	7,461.46	295.82	
Total	566,906.17	341,126.26	225,779.91	
EXPENSES.				
Maintenance of way and structures	73,486.68	99,946.58		26,459.90
Maintenance of equipment	26,912.31	33,693.20		6,780.89
Conducting transportation.....	176,018.26	134,229.43	41,788.83	
General expenses	29,687.67	34,984.83		5,297.16
Total	306,104.92	302,854.04	3,250.88	
Net earnings	260,801.25	38,272.22	222,529.03	
Average miles operated.....	100	100		
Earnings per mile	\$5,669.06	\$3,411.26	\$2,257.80	
Expenses per mile	3,061.05	3,028.54	32.51	
Net earnings per mile.....	2,608.01	382.72	2,225.29	
Percentage of expenses to earnings.....	53.99	88.77		34.78

Amount of bonds issued in aid of Pacific railroads, the interest paid thereon by the United States, and the amounts repaid by the several companies to June 30, 1892.

	Union Pacific, including Kansas Pacific.	Central Pacific, including Western Pacific.	Sioux City and Pacific.	Central Branch Union Pacific.	Total.
Principal of bonds issued...	\$33,539,512.00	\$27,855,680.00	\$1,628,320.00	\$1,600,000.00	\$64,623,512.00
Interest paid by the United States.....	49,198,519.98	40,162,871.41	2,343,590.29	2,413,808.26	94,118,789.94
Total debt	82,738,031.98	68,018,551.41	3,971,910.29	4,013,808.26	158,742,301.94
CREDITS.					
Applied to bond and interest account:					
Transportation	17,313,927.54	6,566,680.47	191,007.46	516,303.30	24,587,918.77
Cash.....	438,409.58	658,283.26	.....	6,926.91	1,103,619.75
Applied to sinking fund account:					
Transportation	8,752,938.45	3,626,362.11	.....	.....	12,379,300.56
Cash.....	1,421,714.46	633,992.48	.....	.....	2,055,706.94
Interest on sinking fund investments	2,797,779.12	1,323,191.72	.....	.....	4,120,970.84
Total credits.....	30,724,769.15	12,808,510.04	191,007.46	523,230.21	44,247,516.86
Balance of debt.....	52,013,262.83	55,210,041.37	3,780,902.83	3,490,578.05	114,494,785.08
Excess of interest paid by United States over all credits	18,473,750.83	27,354,361.37	2,152,582.83	1,890,578.05	49,871,273.08

ATCHISON, TOPEKA AND SANTA FE RAILROAD COMPANY.

The report of this company includes the property and operations of the companies of which practically the entire issue of capital stock and bonds are owned by the Atchison, Topeka and Santa Fe Railroad Company and pledged as part of the security for its general mortgage bonds, and the property of which is operated under long leases.

The main line of this road extends from Chicago, Ill., via Kansas City, Mo., to Isleta, N. Mex., and El Paso, Tex., with a branch from La Junta to Denver, Colo., the total number of miles owned by the company being 1,595.10. The company also leases and operates 2,987.02 miles of branch lines, making a total of 4,582.12 miles owned, leased, and operated.

There are 12.85 miles of double track, 419.01 miles of sidings on the main line, and 415.75 miles of sidings on the branch lines. Steel rails are laid upon 4,018.91 miles and iron rails upon 563.21 miles. The ballast consists of 454.10 miles of stone, 342.60 miles of gravel, 57.00 miles of "gumbo," 130.10 miles of cinders, 12.80 miles of slag, and 3,585.52 miles of earth.

During the past year 5,096 tons of steel rails were laid at a cost of \$157,973.73, and 802,712 new cross-ties placed in the track at a cost of \$295,219.41. The expenditures for additions and betterments to the railway amounted to \$347,842.55, and for new equipment to \$2,530,614.62.

The equipment consists of 826 locomotives, 751 of which are equipped with Westinghouse brakes; 2 parlor, 16 dining, 34 chair, 200 first-class,

47 second-class, 9 observation, 16 mail, 65 baggage, 14 express, 112 combination, 3 fruit-passenger, and 8 officers' cars, making a total of 526 cars in the passenger service, all of which are equipped with Westinghouse brakes and Miller platforms. In the freight service there are 11,531 box, 3,047 stock, 8,654 coal, 1,801 flat, 220 combination, 527 fruit, 498 refrigerator, and 312 caboose cars, making a total of 26,590 cars in the freight service, 23,148 of which are equipped with Westinghouse brakes. In road-repair service there are 3 flangers, 1 rotary snow plow, 1 scale-tester, 9 derrick, 3 boarding, and 307 dump, gravel and construction cars. There were added to the equipment during the past year 32 locomotives, 5 chair, 8 baggage, 1,868 box, 295 stock, 300 coal, 374 flat, 100 refrigerator, and 3 caboose cars.

The company reports that to June 30, 1892, there had been patented to it by the United States 2,928,018.61 acres of land, and that it had disposed of 2,902,695.68 acres, the total cash receipts from all sources amounting to \$12,058,425.53. There remained outstanding on account of time sales the sum of \$68,717.75.

The following statements show the financial condition of the company June 30, 1892, and the revenue and expenditures and earnings and expenses for the year ending June 30, 1892:

LIABILITIES.

Four per cent general mortgage bonds	\$129, 734, 812. 00	
Interest on same, accrued and due	2, 761, 864. 11	
Other funded debt	90, 948, 816. 00	
Interest on same, due and unpaid	81, 509. 87	
Interest on same, accrued, not due	2, 100, 200. 00	
Dividends unpaid	1, 067. 25	
Bills payable	6, 526, 000. 00	
Accounts payable	321, 339. 84	
Pay rolls and vouchers	2, 295, 601. 19	
Due other companies on account of traffic	224, 678. 08	
Accruing liabilities, not yet due	614, 636. 90	
Called bonds	1, 577, 910. 00	
Subscriptions—account of Circular 63—bonds	1, 600. 00	
Trustees' certificates representing bonds deliverable under plan of reorganization	52, 006. 83	
Stocks and bonds of consolidated companies, in trust	167, 077, 900. 00	
Total debt		\$404, 319, 942. 07
Capital stock		102, 000, 000. 00
Total stock and debt		506, 319, 942. 07

ASSETS.

Road, fixtures, and equipment	218, 486, 093. 91
Property in auxiliary lines represented by bonds and stocks pledged under general mortgage indenture	62, 259, 924. 17
Real estate other than road	1, 845, 884. 14
Improvements, account of auxiliary companies	2, 559, 025. 69
Fuel, materials, and stores on hand	702, 289. 07

Cash on hand	\$4, 230, 109. 66	
Company's stocks and bonds owned by company ..	2, 493, 715. 39	
Other stocks and bonds	34, 164, 374. 82	
Miscellaneous investments	10, 994, 549. 45	
Capital stock in treasury for specific purpose	231, 075. 00	
Sinking fund and interest, account of equipment bonds	187, 500. 00	
Bills receivable and demand loans	2, 035, 289. 68	
Accounts receivable	3, 116, 380. 77	
Due other companies on account of traffic	464, 081. 95	
Miscellaneous current assets	32, 243. 93	
Bonds and stocks of consolidated companies pledged under general mortgage indenture	164, 490, 922. 18	
Securities deliverable under plan of reorganization ..	1, 889, 127. 57	
Due from the United States	205, 142. 13	
Suspense accounts	472, 451. 79	
Total assets		\$510, 860, 181. 30
Surplus		4, 540, 239. 23

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings	\$25, 793, 604. 36	
Dividends on stocks of other companies	293, 675. 00	
Interest on bonds of other companies	327, 959. 82	
Profits on miscellaneous investments	154, 812. 17	
Receipts of the land department	44, 371. 10	
Net revenue from separately operated roads form- ing part of the system, whose stock and bonds are pledged under general mortgage indenture...	1, 022, 468. 08	
Total		\$27, 636, 890. 53

EXPENDITURES.

Operating expenses	\$17, 239, 943. 21	
Interest on general mortgage bonds	5, 184, 038. 46	
Interest on other funded debt	2, 496, 821. 69	
Interest on other debt	57, 446. 11	
Contract with St. Louis and San Francisco Railway Company	323, 309. 02	
Losses on miscellaneous investments	28, 921. 47	
Expenses of the land department	13, 410. 17	
Miscellaneous charges	1, 367. 50	
Total		25, 345, 257. 63
Surplus		2, 291, 632. 90

Comparative statement of the earnings and expenses of the Atchison, Topeka and Santa Fé Railroad Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$4, 991, 652. 07	\$5, 030, 950. 12		\$39, 398. 05
Freight	19, 114, 977. 86	17, 114, 821. 47	\$2, 000, 156. 39	
Mail	671, 569. 85	647, 769. 25	23, 800. 60	
Express	580, 121. 62	543, 008. 98	37, 112. 64	
Miscellaneous	435, 282. 96	317, 876. 85	117, 406. 11	
Total	25, 793, 604. 36	23, 654, 426. 67	2, 139, 177. 69	
EXPENSES.				
Maintenance of way and structures	3, 224, 666. 68	3, 110, 312. 78	114, 353. 90	
Maintenance of equipment	2, 879, 208. 65	2, 428, 012. 95	451, 195. 70	
Conducting transportation	8, 109, 593. 35	8, 127, 090. 31		17, 496. 96
General expenses and taxes	3, 026, 474. 53	3, 063, 069. 25		36, 594. 72
Total	17, 239, 943. 21	16, 728, 485. 29	511, 457. 92	
Net earnings	8, 553, 661. 15	6, 925, 941. 38	1, 627, 719. 77	
Average miles operated ...	4, 582. 12	4, 582. 12		
Earnings per mile	\$5, 629. 18	\$5, 162. 33	\$466. 85	
Expenses per mile	3, 762. 43	3, 650. 81	111. 62	
Net earnings per mile	1, 866. 75	1, 511. 52	355. 23	
Percentage of expenses to earnings	66. 79	70. 20		3. 41

ATLANTIC AND PACIFIC RAILROAD COMPANY.

This company has failed to submit, on the form prescribed by this office, the report of its operations for the year ending June 30, 1892, monthly statements of earnings and expenses being all that have been furnished.

CHICAGO AND NORTHWESTERN RAILWAY COMPANY.

This company was organized June 7, 1859, and by consolidation and purchase has acquired 3,084.60 miles of road. It also has a proprietary interest in 1,188.47 miles of road, making a total of 4,273.07 miles owned and operated. These roads are located as follows: Illinois, 593.97 miles; Iowa, 1,163.12 miles; Wisconsin, 946.55 miles; Michigan, 396.55 miles; Minnesota, 414.47 miles; South Dakota, 744.13 miles, and North Dakota, 14.28 miles. In addition to the foregoing there are 306.71 miles of double track and 1,204.41 miles of sidings, making a total of 5,784.66 miles of track owned by the company, of which 4,953.33 miles are laid with steel rails and 831.33 miles with iron rails. The maximum weight of steel rails is 80 pounds, and of iron rails 60 pounds, per lineal yard. The ballast consisted of 243.76 miles of stone and slag, 2,196.35 miles of gravel, 191.30 miles of sand, 127.16 miles of cinders, and 1,514.50 miles of earth. There are 3,300.32 miles of the road inclosed with fencing of various kinds.

During the year there were laid 18,236.14 tons of steel rails, at a cost of \$533,886.41, and 1,421,026 new cross-ties placed in the track at a cost of \$558,766.02. The expenditures for additions and betterments to

railway amounted to \$2,119,982.71, and for rolling stock to \$2,097,796.26, all of which was charged to construction account. There were purchased during the year 23 locomotives, 70 first-class, 2 mail, 10 baggage and express, 1,750 box, 280 flat, 500 ore, 35 caboose, 1 wrecking, and 2 pile-driver cars, and 2 steam shovels.

The equipment consists of 869 locomotives, 805 of which are equipped with Westinghouse brakes; 11 parlor, 9 dining, 6 chair, 372 first-class, 28 second-class, 29 milk, 30 mail, 127 baggage and express, 49 combination, and 8 officer's cars, making a total of 669 cars in the passenger service, all of which are equipped with Westinghouse brakes and Miller platforms. In the freight service there are 16,699 box, 1,861 stock, 1,950 coal, 2,576 flat, 4,151 ore, 230 refrigerator, and 486 caboose cars, making a total of 27,953 cars in this service, 7,341 of which are equipped with Westinghouse brakes, and 6,750 with Chicago and Janney platforms. In road-repair service there are 35 derrick and wrecking, 107 dump, gravel, and construction, and 18 boarding cars, and 2 steam snowplows.

The company reports that the total number of acres of land acquired under the several grants amounted to 2,959,105.20, of which 1,897,851.72 acres had been sold and conveyed by deed, and 289,886.90 acres were under contract, leaving 771,366.58 acres still owned by the company. The total cash receipts from all sales to June 30, 1892, amounted to \$6,848,744.17, and there remained outstanding on account of time sales the sum of \$1,219,599.39.

That portion of the line between Chicago and Council Bluffs was inspected by the engineer of this Bureau in March last. His report of improvements made during the year will be found in Appendix No. 1.

The following statements show the financial condition of the company June 30, 1892:

General balance sheet June 30, 1892.

LIABILITIES.

First-mortgage bonds	\$81, 459, 500. 00
Interest on same—due and unpaid	130, 308. 00
Interest on same—accrued, not due	1, 229, 478. 57
Other funded debt	32, 905, 000. 00
Interest on same—due and unpaid	68, 952. 52
Interest on same—accrued, not due	273, 112. 47
Dividends unpaid	71, 271. 50
Pay-rolls and vouchers	2, 395, 968. 16
Due other companies on account of traffic	164, 595. 68
Due other companies on account of leases	6, 000. 00
Sinking funds—installments paid	5, 405, 696. 20
Sinking funds—accretions to	735, 405. 00
Fremont, Elkhorn and Missouri Valley Railroad Co.	486, 437. 64
Missouri Valley and Blair Railway and Bridge Co.	642, 673. 55
Securities for capital stock issued	10, 009, 822. 61
Securities retired and canceled from income	335, 000. 00
Total debt	\$136, 319, 221. 90
Capital stock	66, 525, 820. 53
Total stock and debt	202, 845, 042. 43

ASSETS.

Cost of road, fixtures, and equipment.....	\$163, 228, 529. 79	
Cost of real estate and property other than road	622, 054. 18	
Land-grant investments.....	1, 146, 760. 00	
Fuel, material, and stores on hand	2, 182, 193. 34	
Cash on hand	543, 776. 85	
Company's stocks and bonds owned by company.....	2, 576, 567. 09	
Other stocks and bonds, including bonds held as collateral for bonds of the Chicago and Northwest- ern Railway Co., issue	34, 367, 863. 84	
Sinking funds paid and accretions to	6, 141, 101. 20	
Bills receivable	99, 158. 00	
Accounts receivable.....	2, 218, 754. 32	
Total assets.....		\$213, 126, 758. 61
Surplus.....		10, 281, 716. 18

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings	\$32, 064, 757. 39	
Dividends on stocks of other companies	270, 092. 00	
Interest on bonds of other companies	521. 90	
Interest on miscellaneous investments.....	46, 263. 47	
Receipts of the land department	711, 932. 02	
Total		\$33, 093, 566. 78

EXPENDITURES.

Operating expenses and taxes	20, 694, 359. 99	
Interest on first mortgage bonds.....	4, 247, 210. 47	
Interest on other funded debt	1, 811, 937. 51	
Sinking fund requirements—company	410, 425. 00	
New construction.....	2, 119, 982. 71	
New equipment.....	2, 097, 796. 26	
Dividends, 1891-'92.....	3, 675, 735. 00	
Expenses of the land department.....	130, 431. 92	
Land purchased on account of town lot companies..	4, 756. 29	
Total		35, 192, 635. 15
Deficit.....		2, 099, 068. 37

Comparative statement of the earnings and expenses of the Chicago and Northwestern Railway Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$7,514,834.62	\$6,940,974.28	\$573,860.34	.....
Freight	23,320,913.55	19,980,909.85	3,340,003.68	.....
Mail	660,387.87	599,453.95	60,933.92	.....
Express	419,501.12	417,076.73	2,424.39	.....
Miscellaneous	149,120.25	152,103.14	.....	\$2,982.89
Total	32,064,757.39	28,090,517.95	3,974,239.44	.....
EXPENSES.				
Maintenance of way and structures	4,136,525.56	3,357,900.59	778,624.97	.....
Maintenance of equipment	3,130,031.23	2,935,132.38	194,898.85	.....
Conducting transportation	11,161,793.05	9,910,721.69	1,251,071.36	.....
General expenses and taxes	2,266,010.15	2,299,500.07	.....	33,489.92
Total	20,694,359.99	18,503,254.73	2,191,105.26	.....
Net earnings	11,370,397.40	9,587,263.22	1,783,134.18	.....
Average miles operated	4,273.07	4,273.07	.....	.....
Earnings per mile	\$7,503.91	\$6,573.85	\$930.06	.....
Expenses per mile	4,842.97	4,330.20	512.77	.....
Net earnings per mile	2,660.94	2,243.65	417.29	.....
Percentage of expenses to earnings	64.54	65.87	.....	1.33

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY.

This company has failed to submit on the form prescribed by this Bureau a report of its operations for the year ending June 30, 1892, having merely furnished a copy of its general balance sheet and a statement of earnings and expenses. With these exceptions the following is compiled from the printed annual report of the board of directors for the year ending December 31, 1891.

The number of miles of road owned and leased by the company, including all branches, was 5,167.15. There are 157.54 miles of road leased and operated jointly with other companies, and roads for which a yearly rental is paid, making a total of 5,324.69 miles operated. There were added during the year 108.11 miles of road. There are 296.60 miles of second track and 29.70 miles of third track. The main line of the road extends from Chicago, Ill., via Pacific Junction to Denver, Colo., a distance of 1,024.20 miles.

The properties controlled by this company, whose operations and mileage are not embraced in this report, consist of 1,112 miles of standard-gauge railroad, 169 miles of narrow-gauge railroad owned, and 87 miles of standard gauge leased and operated jointly with other companies.

The expenditures for construction during the year amounted to \$2,882,014.26, and for new equipment to \$759,029.83.

The equipment consisted of 750 locomotives, 386 passenger and combination, 145 baggage, mail, and express, 8 dining, 11 officers' and pay,

376 way, 15 boarding, 9 wrecking, 21,962 box and cattle, 5,967 platform and coal, 5 pile drivers, 1,447 hand, and 1,077 rubble and iron cars, making a total of 31,408 cars of all descriptions. There were added during the year 23 locomotives, 9 passenger and combination, 2 dining, 4 baggage, mail, and express, 944 box and cattle, and 200 platform and coal cars.

The records of the General Land Office show that there had been patented to the Burlington and Missouri River Railroad companies in Iowa and Nebraska, 2,762,304.85 acres of land, but the report of the company does not show what disposition has been made of the same, nor the amount realized thereon. The company reports the operations of its land department in Nebraska for the year, as follows: Cash received during the year, \$183,902.63, and outstanding on account of contracts on hand, \$463,730.18. It still owns 93,400 acres of land, at an estimated value of \$373,600.

The following statements show the financial condition of the company June 30, 1892, and the earnings and expenses, including the Burlington and Missouri River Railroad in Nebraska, for the year ending June 30, 1892:

LIABILITIES.

Funded debt.....	\$116,580,980.84	
Interest on same, accrued, not due	51,332.76	
Current liabilities	4,213,250.74	
Bond subscriptions	6,922,775.00	
Renewal fund.....	9,000,000.00	
Current accounts, balance.....	1,024,174.63	
Income account.....	10,449,736.19	
Total debt.....		\$148,242,250.16
Capital stock		75,397,400.00
Total stock and debt.....		224,639,650.16

ASSETS.

Road, fixtures, and equipment	193,444,672.21	
Stocks owned by company	9,982,551.23	
Bonds owned by company.....	6,692,990.00	
Other permanent investments	2,488,883.22	
Lands owned	329,218.36	
Cash and current assets.....	7,617,015.19	
Materials and supplies on hand.....	1,462,229.22	
Companies' sinking funds.....	14,713,060.06	
Total assets.....		236,730,619.49
Surplus.....		12,090,969.33

Earnings and expenses for the year ending June 30, 1892.

EARNINGS.

Passenger.....	\$6, 782, 717. 96	
Mail.....	1, 300, 602. 70	
Express.....	691. 327. 89	
Baggage.....	89, 906. 05	
Miscellaneous.....	39, 457. 77	
Total.....		\$8, 904, 012. 37
Freight.....	21, 453, 844. 52	
Switching charges.....	394, 524. 14	
Miscellaneous.....	197, 413. 94	
Rents.....	274, 055. 10	
Total.....		22, 319, 837. 70
Gross earnings.....		31, 223, 850. 07

EXPENSES.

Maintenance of way and structures.....	4, 524, 918. 18	
Maintenance of equipment.....	3, 503, 107. 28	
Conducting transportation.....	10, 107, 467. 74	
General expenses.....	1, 722, 233. 23	
Total operating expenses.....		19, 857, 726. 43
Net earnings.....		11, 366, 123. 64

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY.

This company has failed to submit, on the form prescribed by this office, any report of its operations for the year ending June 30, 1892. The following is compiled from the twenty-eighth annual report of the directors to the stockholders for the year ending June 30, 1892:

The main line of the road extends from Chicago, Ill., to Minneapolis, Minn., a distance of 420 miles. The company also owns 5,292.07 miles of branch lines, and owns jointly 9.33 miles, making a total of 5,721.40 miles of road operated. There are 113.54 miles of second and third tracks and 1,197.25 miles of yard tracks, sidings, and spurs. There are now 4,395.06 miles of main track laid with steel and 1,326.34 miles with iron rails.

During the year 27,852 tons of steel rails and 1,597,570 cross-ties were placed in the track. The expenditures for equipment amounted to \$1,567,748.98, and the sum of \$785,464.70 was charged to operating expenses for the purpose of replacing locomotives and cars worn out or destroyed. The payments of the company for labor directly employed in its service during the past year were \$13,257,797.99, and for materials and supplies, \$7,593,471.11. The investment of this company in its sleeping cars stands on its books at \$678,965.13 for 52 cars. During the past year the gross earnings from this source amounted to \$196,066.32; operating expenses, \$82,546.52, and net earnings, \$113,519.80.

The earnings during the year from freight amounted to \$23,241,420.76, from passengers to \$6,639,136.75, and from mails, express, etc., to \$2,402,950.83, making the gross earnings \$32,283,508.34. The operating expenses amounted to \$20,815,004.50, leaving the sum of \$11,468,503.84 as the net earnings for the year.

The equipment consists of 791 locomotives, 354 passenger, 52 sleeping, 13 parlor, 8 chair, and 248 baggage, postal, mail, and express cars, making a total of 675 cars in the passenger service. In the freight service there are 18,037 box, 2,442 stock, 4,018 flat, coal, and dump, 158 refrigerator beer, 392 refrigerator, 225 ore, 65 log, and 426 caboose cars, making a total of 25,763 cars in this service. There are 61 wrecking, tool, and other cars used in road-repair service. In addition to the foregoing, the company owns the following narrow-gauge equipment: 7 locomotives, 3 passenger, 6 baggage, mail, and express, 204 box, 54 stock, 50 flat, and 6 caboose cars.

The report of the land department shows that on July 1, 1891, the company owned 59,159.49 acres of land, and that it received during the year 4,244.69 acres. There had been sold during the same period 58,882.57 acres, leaving 4,521.61 acres unsold. The estimated value of unsold lands was \$22,608.05, and the balance due on lands previously sold was \$125,022.20.

The following statements show the financial condition of the company June 30, 1892, and the revenue and expenditures for the year ending June 30, 1892:

LIABILITIES.

Funded debt.....	\$129,195,000.00	
Interest accrued, not yet payable.....	3,486,338.75	
Interest coupons not presented.....	58,352.16	
Dividends unclaimed.....	27,285.58	
Pay rolls, vouchers, and accounts.....	2,722,549.27	
Miscellaneous accounts.....	131,631.94	
Total debt.....		\$135,621,157.70
Capital stock:		
Preferred.....	24,364,900.00	
Common.....	46,027,261.00	
		70,392,161.00
Total stock and debt.....		206,013,318.70

ASSETS.

Road, fixtures, and equipment.....	191,544,852.57	
Bonds and stocks of other companies.....	7,419,240.72	
Company's stock held in Treasury.....	4,770.00	
Company's bonds held in Treasury.....	5,996,000.00	
Cash on hand.....	4,043,530.96	
Fuel, materials, and stores on hand.....	2,385,001.63	
Due from agents, conductors, etc.....	232,971.68	
Due from the United States.....	256,159.94	
Total assets.....		211,882,527.50
Surplus.....		5,869,208.80

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Gross earnings.....	\$32, 283, 508. 34
Income from other sources.....	237, 353. 61
Total	\$32, 520, 861. 95

EXPENDITURES.

Operating expenses and taxes.....	20, 815, 004. 50
Interest on funded debt	7, 161, 736. 56
Interest and exchange.....	112, 414. 12
Old accounts charged off.....	84, 737. 63
Dividend on preferred stock, No. 43, 3½ per cent	776, 961. 50
Dividend on preferred stock, No. 44, 3½ per cent	795, 651. 50
Total	29, 746, 505. 81
Surplus.....	2, 774, 356. 14

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY.

The following statistics have been compiled from the twelfth annual report of the company to its stockholders, for the year ending March 31, 1892, the company having failed to submit, on the form prescribed by this office, a report of its operations for the year ending June 30, 1892, monthly statements of earnings and expenses being all that have been furnished.

The main line of this road extends from Chicago, Ill., to Council Bluffs, Iowa, a distance of 498.81 miles. The principal branches are as follows: Davenport, Iowa, to Atchison, Kans., 341.84 miles; Elwood, Kans., to Liberal, Kans., 439.54 miles; Herrington, Kans., to Minco, Ind. T., 246.97 miles; Horton, Kans., to Roswell, Colo., 568.65 miles; and McFarland, Kans., to Bellville, Kans., 103.98 miles. There are also various other branch lines aggregating 525.69 miles in length, making a total of 2,725.48 miles of road owned. The company also leases 352.66 miles, and has trackage rights over 377.68 miles, making a total of 3,455.82 miles of road over which its trains are operated. There are 200.73 miles of second track, 9.05 miles of third track, and 594.27 miles of sidings. Steel rails are laid upon 2,846.35 miles of the road. By foreclosure of the mortgages of the Chicago, Kansas and Nebraska Railway Company, the Chicago, Rock Island and Pacific Railway Company has come into possession of 1,486 miles of completed railroad situated in the States of Kansas, Nebraska and Colorado, the Indian Territory, and the Territory of Oklahoma.

The amount charged to construction account for the year was \$798,930.93, and to equipment account \$863,930.81, making a total of \$1,662,861.44. There were placed in the track 624,637 cross-ties, at a cost of \$271,585.53, and 10,545 tons of steel rails, at a cost of \$307,583.56.

The equipment consists of 540 locomotives, 41 sleeping, 258 passen-

ger, 78 baggage, mail, and express, 9 postal, 11 dining, and 5 officers' cars, making a total of 402 cars in passenger service. In freight service there are 10,733 box, 1,938 stock, 2,473 platform and coal, and 379 drovers, caboose, and other cars, making a total of 15,523 cars in this service. There are 1,359 gravel, hand, and other cars used in road-repair service.

The records of the General Land Office show that there had been patented by the Government 989,591.89 acres of land, 420,169.61 being on account of the grant to the Chicago, Rock Island and Pacific Railway, and 569,422.28 on account of the Des Moines Valley Railroad, but the company makes no report of the disposition of the same or the amount realized thereon. The land commissioner of the company reports that for the year ending March 31, 1892, there had been sold 1,530.24 acres for \$19,177.68, an average of about \$12.53 per acre. The bills receivable unpaid at the end of the year amounted to \$127,147.15, and the interest and rentals collected amounted to \$14,681.08. The company still owns 2,430 acres of land the title to which is considered indisputable, but there is remaining considerable town property at Audubon, and some in other towns.

The following statements show the financial condition of the company April 1, 1892, and the earnings and expenses for the years ending June 30, 1892-1891.

LIABILITIES.

Six per cent mortgage bonds	\$12,500,000.00
Five per cent mortgage bonds.....	35,852,000.00
Five per cent debenture bonds	2,000,000.00
Chicago and Southwestern Railway bonds guaranteed.	5,000,000.00
Addition and improvement account	8,213,000.00
Accounts payable	1,552,509.04
Total debt	\$65,117,509.04
Capital stock	46,156,000.00
Total stock and debt	111,273,509.04

ASSETS.

Road, fixtures, and equipment	97,586,593.22
Railroad bridge at Rock Island.....	758,526.10
Cost of southern extension	354,130.30
Stocks and bonds of connecting roads.....	8,755,640.35
Loans and other investments	527,565.06
Company's stock owned by company	12,100.00
Company's bonds owned by company	1,147,000.00
Sinking-fund account, first-mortgage extension and collateral 5 per cent bonds purchased.....	169,000.00
Fuel, materials, and stores on hand	1,206,137.08
Due from Post-Office Department.....	108,581.23
Accounts receivable.....	904,349.53
Cash and loans (payable on demand)	563,058.39
Total assets.....	112,092,681.26
Surplus.....	819,172.22

Comparative statement of the earnings and expenses of the Chicago, Rock Island and Pacific Railway Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$5, 376, 294. 23	\$4, 890, 699. 26	\$485, 594. 97	.....
Freight.....	12, 525, 793. 64	11, 240, 987. 93	1, 284, 805. 71	.....
Mail.....	450, 185. 87	416, 477. 14	33, 708. 73	.....
Express	322, 902. 35	319, 986. 46	2, 915. 89	.....
Miscellaneous	517, 222. 54	462, 059. 38	55, 163. 16	.....
Total	19, 192, 398. 63	17, 330, 210. 17	1, 862, 188. 46	.....
EXPENSES.				
Maintenance of way and structures.....	2, 992, 172. 37	2, 241, 731. 35	750, 441. 02	.....
Maintenance of equipment	2, 310, 476. 27	1, 978, 739. 23	331, 737. 04	.....
Conducting transportation	6, 126, 530. 52	5, 715, 075. 44	411, 455. 08	.....
General expenses and taxes.....	2, 283, 781. 66	2, 093, 403. 21	190, 378. 45	.....
Total	13, 712, 960. 82	12, 028, 949. 23	1, 684, 011. 59	.....
Net earnings	5, 479, 437. 81	5, 301, 260. 94	178, 176. 87	.....
Average miles operated.....	3, 456. 00	3, 257. 00	199. 00	.....
Earnings per mile	\$5, 553. 35	\$5, 320. 91	\$232. 44	.....
Expenses per mile.....	3, 967. 87	3, 693. 26	274. 61	.....
Net earnings per mile	1, 585. 48	1, 627. 65	.....	\$42. 17
Percentage of expenses to earnings.....	70. 92	69. 45	. 47	.....

DUBUQUE AND SIOUX CITY RAILROAD COMPANY.

This road and branches is operated by the Illinois Central Railroad Company. A grant of land was made by the United States to aid in the construction of that portion of the line between Dubuque and Sioux City, Iowa. The mileage of the road is as follows:

Owned:	Miles.
Dubuque to Sioux City, Iowa.....	326. 58
Cherokee to Onawa, Iowa	59. 10
Cherokee, Iowa, to Sioux Falls, S. Dak	96. 48
Manchester to Cedar Rapids, Iowa.....	41. 85
	524. 01
Leased:	
Cedar Falls and Minnesota Railroad (Cedar Falls Junction to Minnesota State line).....	75. 58
Total operated.....	599. 59

There are 88.22 miles of sidings. Steel rails are laid upon 554.79 miles.

The following is compiled from the report furnished this office by the Illinois Central Railroad Company, and pertains only to the main line between Dubuque and Sioux City, Iowa.

The expenditures for additions and betterments to railway during the year amounted to \$142,478.17, all of which was charged to construction account.

The equipment consists of 55 locomotives, 31 of which are equipped with Westinghouse brakes; 28 first-class passenger and 17 combination

cars, equipped with Westinghouse brakes and Miller platforms; 137 box, 24 stock, 14 coal, 24 flat, and 7 caboose cars, none of which have air brakes.

The report of the company shows that for the year ending June 30, 1892, the receipts of the land department amounted to \$9,014.43, and the expenses to \$1,977.81. There remained outstanding on account of time sales the sum of \$25,660. The report fails to show the total number of acres of land received from the grant, the disposition of the same, and the total amount received therefor.

The following statements show the financial condition of the company June 30, 1892:

LIABILITIES.

First mortgage bonds	\$9,547,000.00	
Interest on same, due and accrued.....	25,777.50	
Dividends unpaid.....	812.43	
Pay rolls, vouchers, and accounts	713.49	
Due other companies on account of traffic	18,998.47	
Total debt.....		\$9,593,301.89
Capital stock		7,999,600.00
Total stock and debt.....		17,592,901.89

ASSETS.

Road, fixtures, and equipment.....	17,127,824.61	
Land contracts	25,660.00	
Company's stocks and bonds owned by company.....	523,073.13	
Other stocks and bonds	5.80	
Accounts receivable.....	243.82	
Total assets.....		17,676,807.36
Surplus.....		83,905.47

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings	\$2,312,841.16	
Dividends on stocks.....	75.00	
Interest on bonds.....	23,025.00	
Receipts of the land office.....	9,014.43	
Total		\$2,344,955.59

EXPENDITURES.

Operating expenses	1,468,240.00	
Interest on first mortgage bonds.....	339,070.00	
New construction.....	142,478.17	
Dividends	95,660.62	
Expenses of the land office.....	1,977.81	
Net loss on branch lines.....	442,006.11	
Total.....		2,489,432.71
Deficit.....		144,477.12

Comparative statement of the earnings and expenses of the Dubuque and Sioux City Railroad Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$624,830.26	\$553,436.39	\$71,393.87	.....
Freight.....	1,534,211.41	1,560,093.40	.....	\$25,881.99
Mail.....	74,731.16	46,775.35	27,955.81	.....
Express	32,268.67	30,816.94	1,451.73	.....
Miscellaneous	46,799.66	52,379.37	.....	5,579.71
Total	2,312,841.16	2,243,501.45	69,339.71	.....
EXPENSES.				
Maintenance of way and structures	421,219.03	378,977.96	42,241.07	.....
Maintenance of equipment	211,691.80	195,865.79	15,826.01	.....
Conducting transportation	612,397.33	577,310.05	35,087.28	.....
General expenses and taxes.....	222,931.84	479,496.91	.....	256,565.07
Total	1,468,240.00	1,631,650.71	.....	163,410.71
Net earnings.....	844,601.16	611,850.74	232,750.42	.....
Average miles operated.....	326.58	326.58	.....	.....
Earnings per mile	\$7.082.00	\$6,869.68	\$212.32	.....
Expenses per mile.....	4,495.80	4,996.17	.....	\$500.37
Net earnings per mile	2,586.20	1,873.51	712.69	.....
Percentage of expenses to earnings.....	63.48	72.72	.....	9.24

HANNIBAL AND ST. JOSEPH RAILROAD COMPANY.

This company has failed to submit, on the form prescribed by this office, a report of its operations for the year ending June 30, 1892, having merely furnished a copy of its general balance sheet and a statement of earnings and expenses for the year.

The main line of the road extends from Hannibal to St. Joseph, Mo., a distance of 206.41 miles, and the company also operates 88.84 miles of branch lines, making a total of 295.25 miles owned and operated. A controlling interest in this road was purchased by the Chicago, Burlington and Quincy Railroad Company in 1882.

The rolling stock consists of 78 locomotives; 35 passenger, 17 baggage, mail, and express, 1,520 freight, and 53 caboose cars. There are also 173 hand, push, and other cars used in road-repair service.

The records of the General Land Office show that there had been patented to this company under the act of June 10, 1852 (10 U. S. Stat., 8), 603,186.34 acres of land, but the company has made no report to this office of the operations of its land department. The disposition of these lands and the amount realized thereon can not therefore be stated.

The following statements show the financial condition of the company June 30, 1892, and the earnings and expenses for the year ending June 30, 1892.

LIABILITIES.

Funded debt.....	\$8,000,000.00	
Current liabilities	365,402.03	
Accounts not liabilities	107,073.58	
Income account.....	699,496.48	
Total debt.....		\$9,171,972.09
Capital stock		14,251,969.00
Total stock and debt.....		23,423,941.09

ASSETS.

Road, fixtures, and equipment.....	21,511,885.92	
Stocks owned by company	63,800.00	
Bonds owned by company.....	113,572.69	
Cash and current assets.....	874,520.20	
Fuel, materials, and stores on hand	256,081.92	
Sundry assets.....	6,505.58	
Profit and loss	597,574.78	
Total assets		23,423,941.09

Earnings and expenses for the year ending June 30, 1892.

EARNINGS.

Passenger.....	\$658,228.92	
Mail.....	92,277.25	
Express	69,999.96	
Baggage.....	11,589.82	
Miscellaneous.....	5,548.35	
Total		\$837,644.30
Freight.....	1,765,234.43	
Switching charges.....	16,246.18	
Miscellaneous.....	217,327.93	
Rents	91,389.08	
Total		2,090,197.62
Gross earnings.....		2,927,841.92

EXPENSES.

Maintenance of way and structures.....	443,810.42	
Maintenance of equipment.....	327,377.38	
Conducting transportation.....	1,133,139.00	
General expenses.....	181,347.22	
Total operating expenses.....		2,085,674.02
Net earnings.....		842,167.90

LITTLE ROCK AND MEMPHIS RAILROAD COMPANY.

The main line of this road extends from Argenta to Hopefield, Ark., opposite Memphis, Tenn., a distance of 131.83 miles. There are 14.25 miles of sidings. Steel rails are laid upon 43.52 miles, and iron rails upon 87.88 miles.

During the year the expenditures for betterments to the railway amounted to \$4,834.68, and for new equipment to \$5,000, all of which was charged to construction account.

The equipment consists of 16 locomotives, 11 of which are equipped with Westinghouse brakes; 8 first class, 5 second class, and 7 combination cars, making a total of 20 cars in the passenger service. In the freight service there are 123 box, 17 stock, 40 coal, 114 flat, and 2 refrigerator cars, making a total of 296 cars in this service. In the road-repair service there are 5 station, 1 derrick, and 19 boarding cars.

The records of the General Land Office show that there have been patented to this company by the United States 174,567.75 acres of land, but the report of the company does not show what disposition has been made of the same nor the total amount realized thereon. The company reports that during the year the receipts of the land department amounted to \$5,066.28, and the expenses to \$2,188.40.

The following statements show the financial condition of the company June 30, 1892, the revenue and expenditures, and the earnings and expenses for the year ending June 30, 1892:

LIABILITIES.	
First-mortgage bonds.....	\$3, 190, 000. 00
Interest on same, due and accrued.....	6, 562. 50
Other funded debt.....	32, 400. 00
Accounts payable.....	21, 966. 67
Pay rolls and vouchers.....	21, 235. 45
Due other companies on account of traffic.....	9, 905. 90
Land department.....	42, 468. 45
Total debt.....	\$3, 324, 538. 97
Capital stock.....	3, 250, 000. 00
Total stock and debt.....	6, 574, 538. 97
ASSETS.	
Road, fixtures, and equipment.....	6, 443, 340. 84
Land contracts, land cash, etc.....	9, 255. 80
Fuel, material, and stores on hand.....	45, 140. 27
Cash on hand.....	42, 225. 92
Accounts receivable.....	52, 269. 55
Due from other companies on account of traffic.....	24, 661. 10
Total assets.....	6, 616, 893. 48
Surplus.....	42, 354. 51
<i>Revenue and expenditures for the year ending June 30, 1892.</i>	
REVENUE.	
Earnings.....	\$688, 101, 49
Receipts of the land department.....	2, 132. 35
Total.....	\$690, 233, 84
EXPENDITURES.	
Operating expenses.....	555, 673. 18
Interest on first-mortgage bonds.....	159, 500. 00
Interest on other debt.....	8, 818. 72
New construction.....	4, 834. 68
New equipment.....	5, 000. 00
Total.....	733, 826. 58
Deficit.....	43, 592. 74

Comparative statement of the earnings and expenses of the Little Rock and Memphis Railroad Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$257, 507. 87	\$265, 201. 07	.....	\$7, 693. 20
Freight.....	397, 291. 04	369, 047. 60	\$28, 243. 44	.....
Mail.....	15, 990. 17	15, 623. 98	366. 19	.....
Express	14, 886. 91	19, 970. 22	.....	5, 083. 31
Miscellaneous	2, 425. 50	2, 313. 00	112. 50	.....
Total	688, 101. 49	672, 155. 87	15, 945. 62	.....
EXPENSES.				
Maintenance of way and structures.....	117, 754. 28	111, 961. 98	5, 792. 30	.....
Maintenance of equipment	70, 953. 28	45, 576. 60	25, 376. 68	.....
Conducting transportation	259, 376. 19	244, 427. 54	14, 948. 65	.....
General expenses and taxes	107, 589. 43	104, 458. 25	3, 131. 18	.....
Total	555, 673. 18	506, 424. 37	49, 248. 81	.....
Net earnings	132, 428. 31	165, 731. 50	.....	33, 303. 19
Average miles operated.....	132. 00	132. 00	.....	.....
Earnings per mile	\$5, 212. 89	\$5, 092. 09	\$120. 80	.....
Expenses per mile.....	4, 209. 64	3, 836. 55	373. 09	.....
Net earnings per mile	1, 003. 25	1, 255. 54	.....	\$252. 29
Percentage of expenses to earnings	80. 75	75. 34	5. 41	.....

MISSOURI PACIFIC RAILWAY COMPANY.

The main line of this road extends from St. Louis, Mo., to Omaha, Nebr., a distance of 493.77 miles. The company also owns various branch lines in Missouri, Kansas, and Nebraska, aggregating 763.09 miles in length, and leases 305.62 miles, making a total of 1,562.48 miles of road owned and operated. There are 33.70 miles of double track, 204.54 miles of sidings on the main line, and 153.15 miles on the branch lines, making a total of 1,953.87 miles of track. Steel rails are laid upon 1,503.65 miles of the road, and iron rails upon 58.83 miles, exclusive of sidings. The ballast consists of 247.24 miles of stone, 138.01 miles of gravel, 69.64 miles of cinders, and 1,107.59 miles of earth. There are 1,905.53 miles of barbed-wire fencing, and 7.32 miles of board fencing.

During the year 4,646 tons of steel rails were laid, and 487,791 new cross-ties placed in the track. Betterments to the railway and equipment were effected through expense accounts, no separate improvement accounts having been kept. Details of the improvements made during the past year will be found in Appendix No. 1.

That portion of the road between St. Louis and Pacific, Mo., a distance of 37 miles, received a grant of lands from the United States. The report of the company does not give any of the operations of its land department.

The equipment consists of 322 locomotives, 95 of which are equipped with Westinghouse brakes; 2 parlor, 56 sleeping, 48 chair, 98 passenger, 57 baggage, mail, and express, 48 combination, and 7 officers' cars,

making a total of 316 cars in the passenger service, all of which are equipped with Westinghouse brakes and Miller platforms. In the freight service there are 5,619 box, 941 stock, 4,304 coal, 820 flat, 369 refrigerator, 15 fruit, and 146 caboose cars, making a total of 12,214 cars in this service. In road-repair service there are 8 derrick, 4 dump, gravel, etc., 15 boarding, and 13 wrecking cars. There were added during the year 8 locomotives, 3 passenger, and 855 freight cars.

The following statements show the financial condition of the company June 30, 1892, the revenue and expenditures, and the earnings and expenses for the year ending June 30, 1892:

LIABILITIES.

Funded debt.....	\$51,376,000.00
Interest on same, due and unpaid.....	40,512.50
Interest on same, accrued, not due.....	810,441.66
Bills and accounts payable.....	4,923,399.31
Pay rolls and vouchers.....	2,433,841.02
Due other companies on account of traffic	128,788.22
Total debt.....	\$59,712,982.71
Capital stock	47,436,575.00
Total stock and debt	107,149,557.71

ASSETS.

Road, fixtures, and equipment	49,286,388.84
Real estate other than road	742,044.43
Fuel, material, and stores on hand	990,343.57
Cash on hand.....	595,008.49
Stocks and bonds owned by company	52,944,521.34
Bills receivable	12,200.00
Accounts receivable	6,096,075.79
Total assets	110,666,582.46
Surplus	3,517,024.75

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings	\$11,149,205.23
Profits on stocks and bonds of other companies	264,881.88
Terminal facilities	205,336.08
Sundry amounts	219,576.52
Total	\$11,838,999.71

EXPENDITURES.

Operating expenses, rentals, and taxes	7,836,588.31
Interest on funded debt	2,746,850.00
Interest on other debt.....	187,605.81
Branch lines, deficit.....	358,798.15
Expenses of traffic association	26,589.15
Dividend No. 44.....	474,328.50
Compensation retained by United States	248.11
Discount and premium	768,696.16
Sundry expenses.....	176,677.60
Total	12,576,381.79
Deficit.....	737,382.08

Comparative statement of the earnings and expenses of the Missouri Pacific Railway Company.

	Year ending—		Increase.	Decrease.
	June 30, 1892.	June 30, 1891.		
EARNINGS.				
Passenger	\$2, 102, 911. 87	\$2, 170, 978. 61		\$68, 066. 74
Freight	7, 544, 502. 18	6, 328, 399. 68	\$1, 216, 102. 50	
Mail	425, 241. 61	351, 133. 28	74, 108. 33	
Express	197, 478. 10	191, 383. 47	6, 094. 63	
Miscellaneous	879, 071. 47	904, 259. 83		25, 188. 36
Total	11, 149, 205. 23	9, 946, 154. 87	1, 203, 050. 36	
EXPENSES.				
Maintenance of way and structures	1, 494, 008. 71	1, 376, 614. 94	117, 393. 77	
Maintenance of equipment	1, 560, 975. 37	1, 431, 555. 24	129, 420. 13	
Conducting transportation	3, 809, 375. 94	3, 704, 930. 51	104, 445. 43	
General expenses, rentals, and taxes	972, 228. 29	1, 016, 880. 18		44, 651. 89
Total	7, 836, 588. 31	7, 529, 980. 87	306, 607. 44	
Net earnings	3, 312, 616. 92	2, 416, 174. 00	896, 442. 92	
Average miles operated	1, 562. 48	1, 527. 74	34. 74	
Earnings per mile	\$7, 135. 58	\$6, 510. 57	\$625. 21	
Expenses per mile	5, 015. 48	4, 928. 83	86. 65	
Net earnings per mile	2, 120. 10	1, 581. 54	538. 56	
Percentage of expenses to earnings	70. 28	75. 71		5. 43

NORTHERN PACIFIC RAILROAD COMPANY.

This company owns 3,328.82 miles of road and leases 1,125 miles of branch lines, making a total of 4,453.82 miles operated. The main line extends from Ashland, Wis., to Portland, Oregon, and from Pasco to Wallula Junction, Wash., a total distance of 2,137.14 miles. There are 59.10 miles of double track, 7.70 miles of third track, 7.70 miles of fourth track, 432.11 miles of sidings on the main line, and 301.84 miles of sidings on the branch lines, making a total of 5,262.27 miles of track. The ballast consists of 72.05 miles of stone, 1,420.29 miles of gravel, 2,799 miles of sand and the better class of road-bed material, and the remainder of earth. The fencing against stock amounted to 1,325.80 miles of barbed-wire and board fence, and the snow fences to 218.39 miles. There are 28 snow sheds, aggregating 9,742 feet in length, and 27 tunnels, aggregating 26,784 feet in length.

There were constructed during the year 130.66 miles of branch lines. The expenditures for additions and betterments to the railway amounted to \$8,703,122.83, and for new equipment to \$2,520,889.10. There were placed in the track 5,846 tons of steel rails and 1,058,118 new cross ties.

The equipment consists of 567 locomotives, 548 of which are equipped with Westinghouse brakes; 26 dining, 48 sleeping, 73 first-class, 63 second-class, 40 emigrant, 9 mail, 44 baggage, 25 express, 58 combination, and 16 officers' cars, making a total of 402 cars in the passenger service, all of which are equipped with Westinghouse brakes and Miller platforms. In the freight service there are 7,448 box, 840 stock, 2,105

coal, 3,978 flat, 6 tank, 4 ferry, 222 refrigerator, 30 fruit, 216 logging trucks, and 332 caboose cars, making a total of 15,181 cars in this service, 9,470 of which are equipped with Westinghouse brakes and 4,030 with Miller platforms. In road-repair service there are 10 derrick, 86 boarding, 1 painters', and 16 wrecking cars, 1 scale test, 15 steam shovels, 10 pile-drivers, 7 snowplows, and 1 stone derrick. There were added to the equipment during the year 72 locomotives and 41 passenger and 983 freight cars.

The report of the company states that to June 30, 1892, there had been patented by the United States 1,809,525.89 acres of land, and 20,416,025.52 acres had been certified by the United States land officials, making a total of 22,225,551.41 acres. There had been sold 8,307,444.25 acres, and the total cash receipts from all sales to date amounted to \$31,059,749.48. There remained outstanding on account of time sales the sum of \$5,932,269.22.

The engineer of this office inspected the main line between St. Paul, Minn., and Portland, Oregon, in August last. His report on the condition of the road and of the numerous improvements made during the year will be found in Appendix No. 1.

The following statements show the financial condition of the company June 30, 1892, the revenue and expenditures, and the earnings and expenses for the year ending June 30, 1892:

LIABILITIES.

Funded debt.....	\$128, 732, 500. 00	
Interest on same, accrued not due	572, 833. 33	
Interest on same, due July 1, 1892	1, 556, 401. 95	
Dividends unpaid.....	7, 967. 00	
Bills payable	9, 918, 365. 03	
Accounts payable	3, 908, 931. 56	
Due on account of leases.....	55, 937. 05	
Guarantee to branch lines.....	791, 026. 70	
Deferred payments on land sales	2, 910, 855. 78	
Suspense accounts	165, 424. 24	
Total debt		\$148, 620, 242. 64
Capital stock:		
Common.....	49, 000, 000. 00	
Preferred	36, 564, 250. 05	
		85, 564, 250. 05
Total stock and debt.....		234, 184, 492. 69

ASSETS.

Cost of road and fixtures.....	182, 992, 949. 09
Cost of equipment	21, 905, 076. 34
Contingent assets, branch roads.....	6, 134, 597. 43
Bonds deposited with trustees.....	35, 000. 00
Fuel, materials, and stores on hand.....	1, 547, 670. 18
Cash on hand.....	2, 176, 753. 54
Stocks and bonds owned by company.....	11, 083, 418. 42
Sinking funds in hands of trustees	350, 799. 48
Bills receivable.....	4, 644, 762. 80
Accounts receivable.....	3, 355, 660. 12

Due from other companies on account of traffic....	\$111, 661. 63
Due from agents	946, 752. 06
Cash in hands of trustees	266, 778. 58
Deferred payments on account of land sales	5, 932, 269. 22
Total assets.....	\$241, 484, 148. 89
Surplus.....	7, 299, 656. 20

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings	\$24, 661, 457. 49
Rental of tracks	250, 178. 58
Dividends on stocks of other companies.....	535, 676. 40
Interest on bonds of other companies.....	82, 886. 65
Profits on miscellaneous investments.....	217, 352. 09
Receipts of the land department.....	569, 729. 85
Total	\$26, 317, 281. 06

EXPENDITURES.

Operating expenses	14, 310, 516. 44
Interest on funded debt.....	6, 901, 956. 07
Interest on other debt.....	36, 256. 78
Advances to subsidiary lines	733, 083. 76
Rentals.....	2, 121, 679. 39
Taxes.....	400, 985. 09
Dividends Nos. 10 and 11	731, 862. 00
Other deductions	63, 034. 22
Sinking-fund requirement—company.....	914, 881. 67
Total	26, 214, 255. 42
Surplus.....	103, 025. 64

Comparative statement of the earnings and expenses of the Northern Pacific Railroad Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$6, 257, 366. 74	\$6, 645, 322. 09		\$387, 955. 35
Freight.....	17, 207, 329. 85	17, 388, 954. 97		181, 625. 12
Mail.....	529, 011. 00	479, 574. 88	\$49, 436. 12	
Express	382, 070. 79	378, 200. 57	3, 870. 22	
Miscellaneous	285, 679. 11	506, 946. 69		221, 267. 58
Total	24, 661, 457. 49	25, 398, 999. 20		737, 541. 71
EXPENSES.				
Maintenance of way and structures	3, 782, 731. 19	4, 134, 148. 31		351, 417. 12
Maintenance of equipment	2, 014, 413. 26	2, 250, 230. 47		235, 817. 21
Conducting transportation	6, 874, 356. 05	6, 993, 254. 07		118, 898. 02
General expenses and taxes.....	1, 905, 849. 22	2, 132, 975. 31		227, 126. 09
Total	14, 577, 349. 72	15, 510, 608. 16		933, 258. 44
Net earnings.....	10, 084, 107. 77	9, 888, 391. 04	195, 716. 73	
Average miles operated.....	4, 411. 90	4, 348. 86	63. 04	
Earnings per mile	\$5, 589. 76	\$5, 840. 38		\$250. 62
Expenses per mile.....	3, 304. 09	3, 566. 59		262. 50
Net earnings per mile.....	2, 285. 67	2, 273. 79	\$11. 88	
Percentage of expenses to earnings.....	59. 1	61. 06		1. 95

OREGON AND CALIFORNIA RAILROAD COMPANY.

This road is operated by the Southern Pacific Company and forms a part of its through line from San Francisco, Cal., to Portland, Oregon. The main line extends from Portland to the California State line, a distance of 366.80 miles, with branches from Portland to Corvallis, 96.50 miles; Albany Junction to Lebanon, 11.50 miles; and Woodburn to Natron, 92.70 miles, making a total of 567.50 miles owned. It also leases the Oregonian Railroad, 57.50 miles, and the Portland and Willamette Valley Railroad, 28.50 miles, both narrow gauge, making a total of 653.50 miles owned and leased.

There are 40.48 miles of sidings on the main line and 22.22 miles on the branches. Steel rails are laid upon 518.09 miles and iron rails upon 112.11 miles. There were placed in the track during the past year 5,487.2 tons of steel rails, at a cost of \$232,108.56, and 341,196 cross ties, at a cost of \$76,769. The expenditures for additions and betterments made during the year amounted to \$1,005,167.47, all of which was charged to construction account.

The equipment consists of 51 locomotives, 46 of which are equipped with Westinghouse brakes; 6 sleeping, 32 first-class, 2 second-class, 9 baggage, mail, and express, 9 baggage, 3 express, and 3 combination passenger and baggage cars, making a total of 64 cars in the passenger service, all of which are equipped with Westinghouse brakes and Miller platforms. In the freight service there are 441 box, 23 stock, 316 flat, 50 combination, 8 furniture, 23 fruit, and 14 caboose cars, making a total of 875 cars in this service, 266 of which are equipped with Westinghouse brakes. The fruit cars are all equipped with Miller platforms. There are 35 dump, gravel, and construction and 3 wrecking cars used in road-repair service.

The company's report shows that to June 30, 1892, there had been patented to it by the United States 323,068.68 acres of land, and that there had been sold 340,475.85 acres, the total cash receipts from all sales amounting to the sum of \$785,536.79. There remained outstanding on account of time sales \$638,055.08 principal and \$194,903.80 interest, making a total of \$832,958.98 on this account.

The following statements show the financial condition of the company on June 30, 1892:

LIABILITIES.

First-mortgage bonds	\$17, 036, 000. 00
Dividends unpaid	2, 570. 73
Accounts payable	29, 290. 14
Total debt	\$17, 067, 860. 87
Capital stock	19, 000, 000. 00
Total stock and debt	36, 067, 860. 87

ASSETS.

Road fixtures and equipment	\$34,609,132.02
Real estate, other than road	37,305.49
Land contracts, time sales	638,055.08
Sinking funds in hands of trustees	201,407.50
Bills receivable	799.00
Accounts receivable	496,142.09
Cash on hand	6,066.91
Total assets	\$35,988,908.09
Deficit	78,952.78

Comparative statement of the earnings and expenses of the Oregon and California Railroad Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$1,037,773.78	\$1,079,830.00		\$42,056.22
Freight	902,351.41	843,337.96	\$59,013.45	
Mail	89,274.00	87,053.72	2,220.28	
Express	40,431.67	39,598.77	832.90	
Miscellaneous	28,691.80	35,263.34		6,571.54
Total	2,098,522.66	2,085,083.79	13,438.87	
EXPENSES.				
Maintenance of way and structures	619,912.27	638,714.30		18,802.03
Maintenance of equipment	188,194.70	156,922.03	31,272.67	
Conducting transportation	714,616.34	726,413.64		11,797.30
General expenses and taxes	199,857.36	181,817.27	18,040.09	
Total	1,722,580.67	1,703,867.24	18,713.43	
Net earnings	375,941.99	381,216.55		5,274.56
Average miles operated	564.93	514.37	50.56	
Earnings per mile	\$3,714.66	\$4,053.66		\$339.00
Expenses per mile	3,049.19	3,312.53		263.34
Net earnings per mile	665.47	741.13		75.66
Percentage of expenses to earnings	82.08	81.71	0.37	

ST. JOSEPH AND GRAND ISLAND RAILROAD COMPANY.

The main line of this road extends from St. Joseph, Mo., to Grand Island, Nebr., a distance of 251.06 miles. The company also controls and operates the Kansas City and Omaha Railroad, 193.68 miles in length, making a total of 444.74 miles operated.

The Union Pacific Railway Company has a proprietary interest in this road by virtue of the ownership of \$2,301,500 of the \$4,555,100 capital stock of the company.

Steel rails are laid upon the entire road. There are 24.54 miles of sidings on the main line and 148 miles of track fenced. The ballast consists of 12.23 miles of stone, 190 miles of cinders, and the remainder of earth. During the year the renewal of rails amounted to 260 tons

at a cost of \$7,392.48, and 91,217 cross-ties were placed in the track at a cost of \$53,087.73.

The equipment consists of 25 locomotives, 24 of which are equipped with Westinghouse brakes; 5 first-class, 3 second-class and mail, coach and baggage, 5 baggage and express, and 1 officers' car, making a total of 16 cars in the passenger service, all of which are equipped with Westinghouse brakes and Miller platforms. In the freight service there are 415 box, 91 stock, 40 coal, 25 flat, and 12 caboose cars, making a total of 583 cars in this service. All of the box and stock cars are equipped with Westinghouse brakes. There are 5 cars used in road-repair service.

The records of the General Land Office show that there had been patented, to aid in the construction of this road under the act of July 23, 1866 (14 Stat., 210), 462,573.24 acres of land, but the company fails to report what disposition has been made of the same, and the amount realized thereon.

The property was placed in the hands of a receiver in 1874, and the road sold in foreclosure in November, 1875. Of the land grant, 300,000 acres were placed in the hands of trustees for the benefit of the holders of land scrip.

The following statements show the financial condition of the company June 30, 1892:

LIABILITIES.

First-mortgage bonds	\$6, 998, 000. 00
Interest on same, due and accrued	9, 030. 00
Interest on same, accrued, not due	70, 000. 00
Certificates for first-mortgage bonds	21, 126. 57
Other funded debt	1, 679, 000. 00
Certificates for second-mortgage bonds	23, 279. 17
Interest on other funded debt, due and unpaid	530. 00
Accounts payable	422, 434. 31
Construction contract, Kansas City and Omaha Railroad Co.	16, 126. 47
Total debt	\$9, 239, 526. 52
Capital stock	4, 600, 000. 00
Total stock and debt	13, 839, 526. 52

ASSETS.

Road, fixtures, and equipment	13, 240, 961. 58
Stocks and bonds owned by company	97, 800. 00
Accounts receivable	209, 244. 31
Trustees, equipment and improvement fund	15, 780. 89
Total	13, 563, 786. 78
Deficit	275, 739. 74

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings	\$990, 669. 35
Interest on bonds of this company	120. 00
Discount and interest	1, 222. 09
Profit and loss	132, 584. 88
Credit on account of new construction	537. 59
Total	\$1, 125, 133. 91

EXPENDITURES.

Operating expenses and taxes	700, 928. 35
Interest on first-mortgage bonds	419, 880. 00
Miscellaneous expenses	2, 793. 40
Kansas City and Omaha Railroad guaranty	96, 516. 33
Total	1, 220, 118. 08
Deficit	94, 984. 17

Comparative statement of the earnings and expenses of the St. Joseph and Grand Island Railroad Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$174, 430. 54	\$166, 970. 26	\$7, 460. 28	.....
Freight	741, 081. 98	507, 893. 38	233, 188. 60	.....
Mail	26, 686. 20	26, 723. 66	.....	\$47. 69
Express	14, 903. 65	14, 535. 62	368. 03	.....
Miscellaneous	33, 566. 98	34, 674. 71	.....	1, 107. 73
Total	990, 669. 35	750, 807. 86	239, 861. 49	.....
EXPENSES.				
Maintenance of way and structures	175, 270. 12	173, 403. 65	1, 866. 47	.....
Maintenance of equipment	100, 639. 30	124, 262. 58	.....	23, 623. 28
Conducting transportation	300, 611. 77	274, 567. 13	26, 044. 64	.....
General expenses and taxes	124, 407. 16	151, 574. 76	.....	27, 167. 60
Total	700, 928. 35	723, 808. 12	.....	22, 879. 77
Net earnings	289, 741. 00	26, 999. 74	262, 741. 26	.....
Average miles operated	251. 06	251. 06	.....	.....
Earnings per mile	\$3, 945. 94	\$2, 990. 55	\$955. 39	.....
Expenses per mile	2, 791. 87	2, 883. 00	.....	\$91. 13
Net earnings per mile	1, 154. 07	107. 55	1, 046. 52	.....
Percentage of expenses to earnings	70. 75	96. 40	.....	25. 65

ST. LOUIS AND SAN FRANCISCO RAILWAY COMPANY.

The main line of this road extends from St. Louis to Seneca, Mo., a distance of 326.28 miles. There are various branches in Missouri, Arkansas, and Kansas, aggregating 719.91 miles in length, making a total of 1,046.19 miles owned. The company also leases 281.98 miles of branch lines, making a total of 1,328.17 miles owned, leased, and operated. There are 78.07 miles of sidings on the main line and 131.15 miles on the branches. Steel rails are laid upon 1,280.38 miles of track and iron rails upon 257.01 miles.

During the past year 2,730 tons of steel rails were laid at a cost of \$88,606.61, and 431,444 new cross-ties and 114 sets of switch ties placed in the track at a cost of \$124,059.82. The expenditures for additions and betterments to the railway amounted to \$88,612.16.

The equipment consists of 182 locomotives; 7 chair, 7 sleeping, 25 first-class, 30 second-class, 33 baggage, mail, and express, 25 combination, and 3 officers' cars; making a total of 130 cars in the passenger service. In the freight service there are 2,137 box, 950 stock, 1,349 coal, 19 flat, 60 short mining, 1 furniture, 50 refrigerator, and 93 caboose cars; making a total of 4,659 cars in this service. In road-repair service there are 1 wrecking, 3 derrick, 4 boarding, and 163 dump, gravel, and construction cars.

The company has failed to make any report of the operations of its land department.

The authorized capital stock of this company is \$50,000,000, of which \$35,500,000 is common stock and \$14,500,000 preferred stock. The Atchison, Topeka and Santa Fe Railroad Company owns \$11,664,500 of the common and \$9,957,800 of the preferred stock, making a total of \$22,622,300, and the company owns \$23,640,700 of the common stock, leaving \$4,737,000 in the hands of the public.

The following statements show the financial condition of the company June 30, 1892, and the revenue and expenditures and earnings and expenses for the year ending June 30, 1892:

LIABILITIES.	
First-mortgage bonds	\$42,828,100.00
Interest on same, due and accrued	633,203.00
Interest on same, accrued—not due	356,859.37
Bills payable	974,205.83
Accounts payable	562,107.26
Pay rolls and vouchers.....	21,188.12
Due other companies on account of traffic	53,189.99
Bonds retired and canceled	1,439,000.00
Total debt	\$46,867,853.57
Capital stock	50,000,000.00
Total stock and debt	96,867,853.57
ASSETS.	
Road, fixtures and equipment	65,510,784.84
Fuel, materials, and stores on hand	246,785.51
Cash on hand.....	420,798.49
Company's stock owned by company	23,640,700.00
Other stocks and bonds	4,361,221.38
Miscellaneous investments	449,303.57
Bills receivable	3,800,018.26
Accounts receivable.....	1,652,516.79
Due from other companies on account of traffic	15,735.71
Suspense accounts	509,316.67
Total assets.....	100,607,181.22
Surplus.....	3,739,327.65

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings	\$7, 053, 228. 20
Profits on stocks, bonds, and miscellaneous investments	156, 991. 90
Total	\$7, 210, 220. 10

EXPENDITURES.

Operating expenses and taxes	4, 342, 924. 35
Interest on funded debt	2, 274, 909. 32
Other deductions	5, 768. 19
Total	6, 623, 601. 86

Surplus	586, 618. 24
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Comparative statement of the earnings and expenses of the St. Louis and San Francisco Railway Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$1, 380, 066. 01	\$1, 455, 321. 79		\$75, 255. 78
Freight	5, 021, 458. 35	4, 662, 016. 25	\$359, 442. 10	
Mail	180, 951. 11	156, 313. 65	24, 637. 46	
Express	132, 509. 08	139, 388. 62		6, 879. 54
Miscellaneous	338, 243. 65	335, 467. 77	2, 775. 88	
Total	7, 053, 228. 20	6, 748, 508. 08	304, 720. 12	
EXPENSES.				
Maintenance of way and structures	746, 310. 69	694, 432. 40	51, 878. 29	
Maintenance of equipment	702, 286. 66	618, 210. 50	84, 076. 16	
Conducting transportation	2, 095, 570. 27	2, 009, 257. 07	86, 313. 20	
General expenses and taxes	798, 756. 73	828, 475. 42		29, 718. 69
Total	4, 342, 924. 35	4, 150, 375. 39	192, 548. 96	
Net earnings	2, 710, 303. 85	2, 598, 132. 69	112, 171. 16	
Average miles operated	1, 328. 17	1, 326. 93	1. 24	
Earnings per mile	\$5, 310. 49	\$5, 085. 80	\$224. 69	
Expenses per mile	3, 269. 86	3, 127. 80	142. 06	
Net earnings per mile	2, 040. 63	1, 958. 00	82. 63	
Percentage of expenses to earnings	61. 57	61. 50	. 07	

ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILWAY COMPANY.

The Missouri Pacific Railway Company owns \$25,716,105 of the \$25,788,925 capital stock of this company.

The main line of the road extends from St. Louis, Mo., to Texarkana, Ark., a distance of 489.78 miles. The company also owns 936.81 miles of branch lines in Missouri and Arkansas, and leases 343.56 miles in Arkansas, making a total of 1,770.15 miles owned and operated. Included in the foregoing leased lines are the Little Rock and Fort Smith Railway from Argenta to Van Buren, Ark., and the Kansas and Arkansas Valley Railway from Van Buren, Ark., to Coffeyville, Kans. The earnings and expenses of these two roads are merged with those of the lessee company.

There are 10.46 miles of double track, 193.03 miles of sidings on the main line and 142.20 miles of sidings on the branches. The ballast consists of 37.57 miles of stone, 361.74 miles of gravel, 72.34 miles of cinders, and 1,298.50 miles of earth. There are 1,294.63 miles of barbed-wire fencing and 56.33 miles of board fencing.

During the year 9,203 tons of steel rails were laid, at a cost of \$338,215.05, and 739,669 new cross-ties placed in the track, at a cost of \$250,980.92. The ballast was increased by .18 mile of stone, 46.26 miles of gravel, and 10.43 miles of cinders. Additions and betterments to railway and equipment were effected through expense accounts, no separate improvement account having been kept.

The equipment consists of 177 locomotives, 89 of which are equipped with Westinghouse brakes; 33 first-class, 23 second-class, 10 mail, 41 baggage and express, 9 combination, and 3 officers' cars, making a total of 119 cars in the passenger service, 109 of which are equipped with Westinghouse brakes and Miller couplers and platforms. In the freight service are 2,277 box, 393 stock, 837 coal, 506 flat, 120 refrigerator, and 107 caboose cars, making a total of 4,240 cars in this service. In road-repair service there are 3 derrick, 7 dump, gravel, and construction, 20 boarding, and 8 wrecking cars.

The company reports that there had been patented by the United States 63,293.46 acres of land in Missouri, and that 51,468.77 acres had been sold, the gross receipts from all sources to date being estimated at \$242,370.54, and there remained outstanding on account of time sales the sum of \$27,372.79. In Arkansas there had been patented by the United States 1,327,704.86 acres, and there had been sold 762,602.17 acres, the gross receipts from all sources to date being estimated at \$2,260,210.13. There remained outstanding on account of time sales the sum of \$337,428.98. There had been patented by the United States on account of the grant to the Little Rock and Fort Smith Railway Company 1,057,762.79 acres of land, and there had been sold 535,822.76 acres, the gross receipts from all sources to date being estimated at \$622,426.06. There remained outstanding on account of time sales the sum of \$379,102.52.

The following statements show the financial condition of the company June 30, 1892, the revenue and expenditures, and the earnings and expenses for the year ending June 30, 1892:

LIABILITIES.

Funded debt.....	\$41, 125, 191. 51
Interest on same, due and unpaid	35, 474. 08
Interest on same, accrued—not due	541, 639. 02
Bills payable	653, 210. 11
Accounts payable.....	2, 588, 943. 59
Total debt.....	\$44, 944, 458. 31
Capital stock.....	25, 788, 925. 00
Total stock and debt.....	70, 733, 383. 31

ASSETS.

Road, fixtures, and equipment.....	\$61, 590, 493. 55
Real estate other than road.....	521, 021. 72
Land contracts, land cash, etc	2, 220, 275. 68
Cash on hand	10, 513. 02
Stocks and bonds owned by company.....	8, 661, 099. 09
Bills receivable	35, 617. 64
Accounts receivable.....	951, 496. 79
Total assets.....	\$73, 990, 517. 49
Surplus.....	3, 257, 134. 18

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings.....	\$11, 609, 081. 96
Dividends on stocks of other companies.....	2, 270. 00
Interest on bonds of other companies	2, 986. 00
Sundry amounts.....	7, 768. 53
Total	\$11, 622, 106. 49

EXPENDITURES.

Operating expenses, rentals, and taxes.....	8, 811, 388. 22
Interest on funded debt.....	2, 344, 119. 37
Interest on other debt.....	28, 229. 35
Expenses of traffic association	9, 759. 46
Compensation retained by United States.....	12, 388. 93
Discount and premiums.....	15, 336. 06
Sundry amounts	168, 867. 79
Total	11, 390, 089. 18
Surplus	232, 017. 31

Comparative statement of the earnings and expenses of the St. Louis, Iron Mountain and Southern Railway Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$2, 104, 729. 34	\$2, 259, 666. 80	.....	\$154, 937. 46
Freight	8, 690, 487. 22	8, 280, 924. 69	\$409, 562. 53	.....
Mail	278, 439. 06	231, 077. 58	47, 361. 48	.....
Express	225, 236. 32	236, 800. 04	.....	11, 563. 72
Miscellaneous	310, 190. 02	328, 814. 09	.....	18, 624. 07
Total	11, 609, 081. 96	11, 337, 283. 20	271, 798. 76	.....
EXPENSES.				
Maintenance of way and structures	1, 995, 642. 71	1, 756, 453. 56	239, 189. 15	.....
Maintenance of equipment	1, 355, 023. 48	1, 255, 764. 61	99, 258. 87	.....
Conducting transportation	4, 199, 919. 76	3, 918, 222. 16	281, 697. 60	.....
General expenses and taxes	565, 237. 45	547, 924. 65	17, 312. 80	.....
Total	8, 115, 823. 40	7, 478, 364. 98	637, 458. 42	.....
Net earnings.....	3, 493, 258. 56	3, 858, 918. 22	.....	365, 659. 66
Average miles operated.....	1, 641. 12	1, 549. 66	101. 46	.....
Earnings per mile.....	\$7, 073. 87	\$7, 315. 98	.....	\$242. 11
Expenses per mile	4, 945. 22	4, 825. 81	\$119. 41	.....
Net earnings per mile.....	2, 128. 65	2, 490. 17	.....	361. 52
Percentage of expenses to earnings.....	69. 91	65. 96	3. 95	.....

ST. PAUL AND DULUTH RAILROAD COMPANY.

The main line of this road extends from St. Paul to Duluth, Minn., a distance of 155 miles. The company also owns 28.50 miles and leases 64.25 miles of branch lines, making a total of 247.75 miles owned and operated. That portion of the line between Northern Pacific Junction and Duluth, 23.50 miles in length, is owned jointly with the Northern Pacific Railroad Company. There are 16.50 miles of double track and 81.65 miles of sidings on the main line, and 16.57 miles of sidings on the branches. The entire main line is laid with steel rails. The ballast consists of 145.35 miles of gravel and 102.40 miles of earth.

During the year there were laid 2,753 tons of steel rails, at a cost of \$86,905.07, and 70,624 new cross-ties were placed in the track, at a cost of \$16,298.42. The expenditures for additions and betterments amounted to \$115,795.44, and were charged to operating expenses and income account.

The equipment consists of 66 locomotives, 24 of which are equipped with Westinghouse and 3 with Eames's vacuum brakes; 7 sleeping, 6 chair, 21 first-class, 14 second-class, 3 mail, 5 baggage, 14 combination, and 2 officers' cars, making a total of 72 cars in the passenger service, all of which are equipped with Westinghouse brakes and Miller platforms. In the freight service there are 1,946 box, 5 stock, 25 coal, 375 flat, 8 refrigerator, 16 furniture, and 19 caboose cars, making a total of 2,394 cars in this service. There 6 cars used in road-repair service.

The company reports that to June 30, 1892, it had received by patent from the Government 815,482.75 acres of land, and from the State of Minnesota 690,330 acres, making a total of 1,505,815.75 acres. There had been sold 401,671.35 acres, the total cash receipts from all sales amounting to \$1,910,636.01. There remained outstanding on account of time sales the sum of \$79,584.33.

The following statements show the financial condition of the company June 30, 1892, the revenue and expenditures, and the earnings and expenses for the year ending June 30, 1892:

LIABILITIES.

First-mortgage bonds	\$1, 000, 000. 00
Second-mortgage bonds	2, 000, 000. 00
Interest on same, accrued, not due	46, 733. 33
Preferred stock, canceled	182, 000. 00
Bonds guarantied by company	710, 000. 00
Interest on same, accrued, not due	14, 783. 33
Dividends unpaid	2, 529. 75
Miscellaneous	41, 069. 77
Payrolls and vouchers	199, 198. 53
Redemption fund, preferred stock	226, 626. 64
Sinking fund for redemption of Taylors Falls and Lake Superior Railroad bonds	102, 614. 29
Improvement, construction, and equipment fund	112, 000. 00

Land and stumpage income expended prior to July 1, 1888, on improvements, construction, and equipment..	\$690, 776. 40	
Land accounts, deferred receipts.....	102, 979. 83	
Total debt.....		\$5, 431, 311. 87
Capital stock.....		9, 849, 018. 11
Total stock and debt.....		15, 280, 329. 98

ASSETS.

Road, fixtures, and equipment.....	12, 669, 546. 09	
Fuel, materials, and stores on hand.....	50, 110. 95	
Cash on hand.....	651, 549. 92	
Stocks and bonds owned by company.....	1, 491, 771. 44	
Miscellaneous investments.....	60, 058. 85	
Sinking funds in hands of trustees—company.....	102, 614. 29	
Lands, contracts, and notes.....	103, 370. 13	
Due from agents.....	119, 831. 80	
Due from other companies on account of traffic.....	55, 594. 03	
Due from other companies and individuals.....	20, 361. 28	
Other assets.....	137, 132. 52	
Total assets.....		15, 461, 941. 30
Surplus.....		181, 611. 32

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings.....	\$1, 934, 510. 87	
Dividends on stock.....	6, 427. 91	
Receipts of the land department.....	149, 290. 44	
Interest and exchange.....	10, 661. 92	
Rentals.....	19, 311. 46	
Total.....		\$2, 120, 202. 60

EXPENDITURES.

Operating expenses and taxes.....	1, 291, 924. 33	
Interest on first-mortgage bonds.....	50, 000. 00	
Interest on second-mortgage bonds.....	100, 000. 00	
Dividends Nos. 19 and 20.....	423, 000. 50	
Redemption of preferred stock.....	303, 789. 14	
Improvements, construction, and equipment fund.....	46, 356. 59	
Rentals.....	96, 497. 02	
Other expenditures.....	23, 037. 40	
Expenses of the land department.....	20, 533. 93	
Total.....		2, 355, 138. 91
Deficit.....		234, 936. 31

Comparative statement of the earnings and expenses of the St. Paul and Duluth Railroad Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$530, 425. 47	\$512, 156. 05	\$18, 269. 42	.....
Freight.....	1, 350, 799. 99	1, 054, 954. 66	295, 845. 33	.....
Mail.....	21, 109. 74	18, 312. 34	2, 797. 40	.....
Express	22, 500. 00	22, 500. 00	.....	.....
Miscellaneous	9, 675. 67	14, 015. 99	.....	\$4, 340. 32
Total	1, 934, 510. 87	1, 621, 939. 04	312, 571. 83	.....
EXPENSES.				
Maintenance of way and structures.....	300, 363. 59	218, 415. 91	81, 947. 68	.....
Maintenance of equipment.....	163, 113. 26	145, 357. 28	17, 755. 98	.....
Conducting transportation	642, 339. 54	530, 183. 57	112, 155. 97	.....
General expenses and taxes.....	186, 107. 94	177, 235. 69	8, 872. 25	.....
Total	1, 291, 924. 33	1, 071, 192. 45	220, 731. 88	.....
Net earnings	642, 586. 54	550, 746. 59	91, 839. 95	.....
Average miles operated.....	242. 75	242. 75	.....	.....
Earnings per mile	\$7, 969. 14	\$6, 681. 52	\$1, 287. 62	.....
Expenses per mile	5, 322. 03	4, 412. 74	909. 29	.....
Net earnings per mile	2, 647. 12	2, 268. 78	378. 34	.....
Percentage of expenses to earnings	66. 78	66. 04	. 74	.....

ST. PAUL, MINNEAPOLIS AND MANITOBA RAILWAY COMPANY.

On January 30, 1890, this company leased its road and appurtenances to the Great Northern Railway Company for a period of nine hundred and ninty-nine years. In consideration for use of same the lessee company agrees to pay the interest on the bonds of the lessor company, all expenses of operation, maintenance, and organization, and guarantees an annual dividend of 6 per cent on its capital stock.

The main line of the road extends from St. Paul, Minn., to St. Vincent and Neche, Minn., connecting with lines running into Winnepeg, Manitoba, and westerly from Grand Forks, N. Dak., to Great Falls, Mont., with connections to Helena and Butte, Mont. There are 2,872.54 miles of main track, 26.92 miles of second track, 9.28 miles of third track, 9 miles of fourth track, and 1.62 miles of fifth and sixth tracks, and 384.80 miles of sidings. Steel rails are laid upon 2,626.34 miles and iron rails upon 293.02 miles. The sidings are laid with both steel and iron rails.

The company is rapidly extending its line from near Fort Assiniboine, Mont., to a point on Puget Sound. It is now running regular trains to Spokane, Wash., and anticipates having its entire line to the Pacific coast in operation early in 1893. The engineer of this office inspected the line from Spokane, Wash., to St. Paul, Minn., in August last. His report on the condition of the road and improvements made during the year will be found in Appendix No. 1.

The company reports that it had received by patent 3,199,498.37 acres of land, and that it had disposed of 1,958,394.09 acres and 365,860.92 acres had been decreed to the Northern Pacific Railroad Company by the United States Supreme Court. The total cash receipts from all sales amounted to \$6,823,754.89, and there remained outstanding on account of time sales the sum of \$1,361,772.51.

The company makes no report of its earnings and expenses for the year, as they are merged with those of the lessee company. The following statement shows the financial condition of the company June 30, 1892:

LIABILITIES.

Funded debt.....	\$68, 194, 654. 54
Accounts payable	44, 118. 64
Sinking fund, first mortgage bonds.....	5, 158, 836. 00
Sinking fund, consolidated mortgage bonds.....	40, 332. 09
Total debt.....	\$73, 437, 941. 27
Capital stock	20, 000, 000. 00
Total stock and debt.....	93, 437, 941. 27

ASSETS.

Road and fixtures	72, 282, 501. 67
Equipment	7, 705, 326. 85
Premium on bonds redeemed	225, 740. 00
Cash on hand.....	591, 720. 92
Pacific extension bond account	14, 545, 454. 54
Accounts receivable.....	25. 81
Total assets.....	95, 350, 769. 79
Surplus.....	1, 912, 828. 52

SOUTHERN PACIFIC RAILROAD COMPANY OF CALIFORNIA.

This road is leased by the Southern Pacific Company, and forms a part of its through line from San Francisco, Cal., to New Orleans, La. It is operated in three divisions: The Coast Division, embracing 309.56 miles; the Southern Division, 1,049.98 miles, and the Stockton Division, 115 miles; making a total of 1,474.54 miles of road owned. It also leases 14.17 miles of branch lines. A portion of the line was inspected in February last by the engineer of this Bureau, whose report thereon will be found in Appendix No. 1.

Steel rails are laid upon 1,424.59 miles of the road and iron rails upon 64.12 miles. During the past year 8,176.6 tons of steel rails and 344,374 new cross ties were placed in the track.

The sum of \$861,858.99 was charged to construction account as expended during the year in additions and betterments to the railway, \$692,350 of which was for the building of 13.50 miles of new road.

The equipment comprises 231 locomotives, all of which are equipped with Westinghouse brakes; 2 dining, 50 sleeping, 13 tourist sleepers, 160 first-class, 30 second-class, 24 baggage, 1 mail, 29 baggage, mail, and express, 8 combination passenger and baggage, and 2 officers' cars, making a total of 319 cars in the passenger service, all of which are equipped with Westinghouse brakes and Miller platforms. In the freight service there are 3,077 box, 48 furniture, 253 coal, 808 flat, 531 combination, 356 fruit, and 88 caboose cars, making a total of 5,161 cars in this service, 5,075 of which are equipped with Westinghouse brakes. In road-repair service there are 37 station, 2 derrick, 2 car-feeder, 20 water, and 5 pile-driver cars.

The company's report shows that to June 30, 1892, it had received by patent from the United States 2,050,604.03 acres of land, and that it had disposed of 2,946,465.91 acres, the total cash receipts from all sales amounting to \$8,065,100.57. Of this sum \$6,241,862.31 was on account of sales, and \$1,823,238.26 on account of interest on deferred payments. There remained outstanding on account of time sales the sum of \$2,711,734.02 principal, and \$238,506.24 interest.

The following statements show the financial condition of the company June 30, 1892:

LIABILITIES.

First-mortgage bonds.....	\$47, 076, 500. 00
Accounts payable.....	1, 407, 108. 75
Trustees land-grant mortgage.....	369, 418. 25
Sinking funds uninvested.....	17, 424. 85
Total debt.....	\$48, 870, 451. 85
Capital stock.....	65, 135, 300. 00
Total stock and debt.....	114, 005, 751. 85

ASSETS.

Road, fixtures, and equipment.....	122, 663, 345. 66
Land contracts, land cash, etc.....	2, 722, 474. 16
Cash on hand.....	76, 414. 83
Sinking fund in hands of trustee's—company.....	1, 068, 643. 10
Bonds owned.....	878, 000. 00
Bills and accounts receivable.....	237, 805. 11
Total assets.....	127, 646, 682. 86
Surplus.....	13, 640, 931. 01
Income from land sales for redemption of bonds.....	10, 341, 392. 41
Income for sinking funds.....	1, 196, 224. 85
General income.....	2, 103, 313. 75
Total.....	13, 640, 931. 01

Comparative statement of the earnings and expenses of the Southern Pacific Railroad Company of California.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$3, 143, 486. 74	\$2, 964, 064. 41	\$179, 422. 33	.....
Freight	6, 016, 355. 75	5, 061, 868. 57	954, 487. 18	.....
Mail	142, 114. 09	143, 587. 15	.....	\$1, 473. 06
Express	119, 804. 66	103, 093. 62	16, 711. 04	.....
Miscellaneous	424, 503. 30	414, 396. 24	10, 107. 06	.....
Total	9, 846, 264. 54	8, 687, 009. 99	1, 159, 254. 55	.....
EXPENSES.				
Maintenance of way and structures	1, 303, 980. 33	1, 279, 353. 89	24, 626. 44	.....
Maintenance of equipment	905, 090. 95	748, 069. 16	157, 021. 79	.....
Conducting transportation	2, 991, 727. 12	2, 734, 654. 16	257, 072. 96	.....
General expenses and taxes	742, 150. 12	666, 616. 96	75, 533. 16	.....
Total	5, 942, 948. 52	5, 428, 694. 17	514, 254. 35	.....
Net earnings	3, 903, 316. 02	3, 258, 315. 82	645, 000. 20	.....
Average miles operated	1, 464. 68	1, 322. 78	141. 90	.....
Earnings per mile	\$6, 722. 46	\$6, 567. 23	\$155. 23	.....
Expenses per mile	1, 057. 50	4, 104. 00	.....	\$46. 50
Net earnings per mile	2, 664. 96	2, 463. 23	201. 73	.....
Percentage of expenses to earnings	60. 35	62. 49	.....	2. 14

TEXAS AND PACIFIC RAILWAY COMPANY.

This company was organized under act of Congress March 3, 1871, and the general laws of the State of Texas. It acquired the properties of the Southern Pacific, the Southern Transcontinental, and the Memphis, El Paso and Pacific Railroad Companies, and on June 21, 1881, was consolidated with the New Orleans Pacific Railway Company. The property was placed in the hands of receivers December 16, 1885, sold under foreclosure November 8, 1887, and reorganized without change of name.

The president of the company has submitted a report of its operations for the year ending June 30, 1892, as required by section 13 of the act of March 3, 1871. (16 Stat., 573.)

The main line of the road extends from the State line to Sierra Blanca, Tex., and via Texarkana and Sherman, to Fort Worth, Tex., 1,039 miles, and from New Orleans to Shreveport, La., 324 miles. There are 22 miles of branches, 21 miles of leased lines, and 93 miles used jointly with another road, making a total of 1,499 miles over which its trains are operated. That portion of the line between Sierra Blanca and El Paso, 93 miles in length, is used jointly with the Galveston, Harrisburg and San Antonio Railway Company.

The equipment consists of 185 locomotives; 41 first-class, 13 second-class, 10 combination, 14 excursion, 32 baggage, express, and postal, 2 postal, and 1 pay cars; making a total of 113 cars in the passenger service. In the freight service there are 1,689 box, 786 flat, 446 stock, 663

coal, 37 tank, 38 fruit, and 100 caboose cars; making a total of 3,759 cars in this service. There are 6 derrick and 52 other cars used in road-repair service.

The records of the General Land Office show that there had been patented by the Government 912,865.93 acres of land to aid in the construction of the New Orleans Pacific Railway, but the company's report does not state what disposition has been made of the same, nor the amount realized thereon.

The following statements show the financial condition of the company June 30, 1892, the revenue and expenditures, and earnings and expenses for the year ending June 30, 1892:

LIABILITIES.

First-mortgage bonds, February 1, 1888.....	\$24, 986, 908. 70	
Second-mortgage income bonds	24, 918, 951. 68	
First-mortgage bonds, eastern division	3, 784, 000. 00	
Old bonds unredeemed.....	91, 595. 00	
Texas school-fund loan.....	142, 740. 19	
Interest scrip, income, and land-grant bonds.....	307, 242. 00	
Other scrip	15, 317. 30	
Pay rolls and vouchers.....	1, 032, 818. 51	
Due other companies.....	62, 826. 57	
Bills payable, car trusts, and notes.....	358, 295. 45	
Interest due and accrued.....	220, 099. 17	
Estimated taxes	81, 601. 26	
Unadjusted account, Gould-Huntington contract	179, 651. 55	
Other unadjusted accounts.....	111, 055. 83	
Total debt.....		\$56, 293, 103. 21
Capital stock.....		38, 710, 900. 00
Total stock and debt.....		95, 004, 003. 21

ASSETS.

Road, fixtures, and equipment.....	80, 523, 840. 94	
Second-mortgage bonds in treasury	1, 763, 000. 00	
Other bonds and scrip	40, 494. 00	
Gordon coal mines	136, 577. 20	
In hands of trustees to retire first-mortgage bonds of eastern division and Texas school-fund loan.....	3, 951, 000. 00	
Capital stock New Orleans Pacific Railway Company.	6, 712, 500. 00	
Other stocks.....	23, 465. 87	
St. Charles Car Company car trust.....	101, 479. 50	
Cash on hand.....	91, 484. 04	
Due from agents and foreign roads	634, 029. 16	
Advances to agents	5, 040. 89	
Unclaimed wages	12, 583. 29	
Bills receivable—land notes.....	136, 108. 85	
Fuel, stores, and materials on hand	287, 172. 09	
Unadjusted accounts.....	61, 419. 77	
Total assets.....		94, 480, 195. 60
Deficit.....		523, 807. 61

Revenue and expenditures for the year ending June 30, 1892.

REVENUE.

Earnings	\$7, 057, 998. 31	
Coupons, interest, equipment, etc	18, 391. 94	
Rentals	53, 001. 60	
Sundry amounts	62, 587. 27	
Total		\$7, 191, 979. 12

EXPENDITURES.

Operating expenses and taxes	5, 905, 688. 05	
Interest on funded debt	1, 279, 490. 00	
Interest and discount	11, 084. 21	
Rentals	68, 904. 00	
Equipment and old rails sold—transferred to operating expenses	30, 152. 70	
Car trust, series C	131, 000. 00	
General office building, Dallas, Tex	92, 936. 88	
Grain elevator, Westwego, La.	67, 358. 66	
Sundry amounts	18, 778. 85	
Sundry investments	746. 04	
Trust debentures paid	33, 452. 76	
St. Charles Car Company car trust	45, 937. 50	
Total		7, 685, 529. 65
Deficit		493, 550. 53

Comparative statement of the earnings and expenses of the Texas and Pacific Railway Company.

	Year ending—		Difference.	
	June 30, 1892.	June 30, 1891.	Increase.	Decrease.
EARNINGS.				
Passenger	\$1, 876, 334. 67	\$1, 939, 028. 46		\$109, 192. 39
Freight	4, 748, 076. 83	4, 857, 269. 22		62, 693. 79
Mail	210, 567. 17	209, 506. 87	\$1, 060. 30	
Express	164, 410. 75	158, 625. 52	5, 785. 23	
Miscellaneous	58, 608. 89	71, 219. 99		12, 611. 10
Total	7. 057, 998. 31	7, 235, 650. 06		177, 651. 75
EXPENSES.				
Conducting transportation	2, 058, 341. 78	2, 119, 294. 00		60, 952. 22
Maintenance of way	1, 316, 600. 49	1, 232, 053. 42	84, 547. 07	
Motive power	1, 709, 560. 86	1, 538, 850. 36	170, 710. 50	
Maintenance of cars	408, 236. 16	319, 525. 80	88, 710. 36	
General expenses and taxes	412, 948. 76	422, 483. 23		9, 534. 47
Total	5, 905, 688. 05	5, 632, 206. 81	273, 481. 24	
Net earnings	1, 152, 310. 26	1, 603, 443. 25		451, 132. 99
Average miles operated	1, 499	1, 499		
Earnings per mile	\$4, 708. 47	\$4, 826. 98		\$118. 51
Expenses per mile	3, 939. 75	3, 757. 30	\$182. 45	
Net earnings per mile	768. 72	1, 069. 68		300. 96
Percentage of expenses to earnings	83. 67	77. 84	5. 83	

CONCLUSION.

The jurisdiction of this office extends over forty-nine original companies, which, by consolidation and lease, are now represented by twenty-three companies, and have an aggregate of nearly 50,000 miles of railway. Upon this office devolves the duty of inspection of these vast properties and the settlement of accounts involving millions of dollars annually. Owing to the varied and complicated nature of this technical work, it requires practical experience as to railway accounting and engineering, a knowledge of all the laws relating to the bond-aided and land-grant railways, and a thorough familiarity with the various decisions of the courts interpreting the same. It affords me great pleasure to acknowledge the ability and efficiency with which the various employes of this office have performed their respective duties.

Since the close of the fiscal year Mr. Thomas Hassard, who had held the position of railroad engineer since March 13, 1883, was compelled by reason of failing health to sever his connection with this office. Mr. Hassard is a gentleman of extended experience in his profession, and I regret that the Government will be deprived of his valuable services in the future.

The report of the railroad engineer, giving details as to the various improvements made upon the roads during the past year, will be found in Appendix No. 1. The principal acts of Congress relating to the bond-aided and land-grant railways are contained in Appendix No. 2. Appendices Nos. 3, 4, and 5 relate to the special report made by me upon Senate bill No. 751, Fifty-second Congress, first session, providing for the funding of the debts to the Government of the several bond-aided Pacific railroad companies.

I have the honor to be, sir, very respectfully, your obedient servant,

H. A. TAYLOR,
Commissioner.

Hon. JOHN W. NOBLE,
Secretary of the Interior.

APPENDIX No. 1.

REPORT OF RAILROAD ENGINEER.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE COMMISSIONER OF RAILROADS,

Washington, November 1, 1892.

SIR: I have the honor to submit the following report of inspections of railroads coming under the supervision of this Bureau, made during the months of February, March, and August of the present year, and embracing the Union Pacific, Central Pacific, Southern Pacific, Chicago and Northwestern, Northern Pacific, and the St. Paul, Minneapolis and Manitoba; and portions of the branch lines of the Union Pacific system in Montana, Idaho, Washington and Oregon.

UNION PACIFIC RAILROAD.

The inspection on the main line was made in March, and the track generally found in good condition considering the time of year, though on some parts of the road the embankments are rather narrow, particularly between Ogden and Rawlins. The shops at Evanston are quite too small.

The shops at Cheyenne have been very materially improved since the last inspection, and are now in condition to be rated as of the first class in quality of machinery and arrangement of facilities for doing great quantities of work.

As a general thing the bridges and buildings, as well as the station grounds, are kept up quite well.

The total mileage, owned, leased, and operated, coming under the direction of the engineering department, June 30, 1892, was as follows:

	Miles.
Union Pacific, proper, owned	1, 821. 86
Auxiliary lines:	
Carbon Cut-off Railway	19. 17
Denver and Boulder Valley Railroad	26. 97
Denver, Leadville and Gunnison Railway	324. 72
Echo and Park City Railway	30. 10
Junction City and Fort Kearney Railway	88. 00
Kansas Central Railroad	165. 49
Laramie, North Fork and Pacific Railroad	13. 36
Leavenworth, Topeka and Southwestern Railway	46. 57
Omaha and Republican Valley Railway	482. 05
Oregon Short Line and Utah Northern Railway	1, 424. 84
Oregon Railway and Navigation Company's lines	1, 059. 33
Salina and Southwestern Railway	35. 47
Solomon Railroad	57. 04
South Park and Leadville Railway	7. 37
Union Pacific, Denver and Gulf Railway	875. 86
Union Pacific, Lincoln and Colorado Railway	225. 35
	4, 881. 69
Total	6, 703. 55

The principal buildings erected during the year are as follows: On the Union Division, at Sutherland, Corbin, and Peru, frame sand houses; Dale and Wyoming, water tanks; Hershey, Sutherland, and Cold Springs, stock yards and a ten-stall engine house at the latter place. On the Kansas Division, at Fall Leaf, Wamego, Black Wolf, and Weskau, stock yards; Salina, two-stall engine house; Areola, water tank; Black Wolf, frame depot, and at Deer Trail, frame pump house. On the Cheyenne Division, stock yards at La Salle and Lupton; and on the other lines, frame depots at Overland, Layton, Eureka, Blackfoot, Iron Mountain, Orin Junction, Moorland, and Paradise; stock yards at Atkinson, Walsburg, Blue Rapids, Kent, Bliss, Lima, Oxford, Parma, and Fountain; frame sand houses at Valparaiso, Salt Lake City, and La Grande; frame pump houses at Wapi, Troutdale, and Oredel; water tank at North Powder, and water column at Salt Lake City; coal chutes at Salt Lake City and La Grande; car house at Albina, and car-repair shops at Orin Junction; pavilion at Bonneville; addition to engine house at Starbuck, and frame ice house at Tekoa.

The capacity of the yards has been increased by the following additions to the sidings: At Cheyenne, 30,000 feet; Omaha, 12,000 feet; Rawlins, 9,300 feet; Pocatello, 9,000 feet; Armstrong, 8,600 feet; Green River, 7,000 feet; Salt Lake City, 6,600 feet; and Denver, 5,800 feet; and in very many other yards from 1,000 to 4,000 feet, making the total additions to the sidings during the year upon the whole system amount to 34.9 miles; and the total sidings, spurs, and second tracks 1,160.1 miles at the end of the year.

During the year 48.76 miles of track were renewed with steel rails of less than 60 pounds per yard, 16.41 miles of from 60 to 70 pounds, and 46.35 miles of from 70 to 75 pounds. The whole system is now laid with 604.1 miles of iron rails under 56 pounds, and 820.1 miles of iron rails of over 56 pounds per yard; while the track laid with steel rails has 2,586.6 miles under 60 pounds, 2,265.7 miles from 60 to 70 pounds, and 426.9 miles of from 70 to 75 pounds per yard.

The renewals and new sidings required 2,274,377 new ties during the year. The ballast at the end of the year consisted of 374.3 miles of gravel, 103 miles of broken stone, 44.2 miles of cinders and 7.0 miles of burnt clay, the remainder being surfaced with earth. Almost 2 miles of wooden-pile and trestle-bridge openings were filled during the year, leaving the total bridge openings at the end of the year about 103 miles.

The construction during the year ending June 30, 1892, was the extension of the Silver City Branch 2.87 miles, and the Red River Branch 1.31 miles. A branch line is about completed from near Victor Junction to the Acme coal mines. At Grand Island a \$12,000 passenger station is being erected and the yard rearranged. The yard at Forbes, Colo., is being rearranged and enlarged.

The track of the Utah and Northern, from Silver Bow to Pocatello, and of the Oregon Short Line, from Pocatello to Pendleton, was not found in very good line or surface. The unusually wet season had something to do with the condition of these lines. At the time of inspection in August the roadbed was being overhauled by full forces of section men. A decided improvement may be expected when the large number of new ties distributed along the line are put in place and the track brought to surface and line.

The branch from Pendleton, Oregon, to Spokane, Wash., was mostly in very good condition, the greater part of it having been lately relaid with new ties and heavy steel. The old iron portions need renewing with both ties and steel. The draw-bridge over the Snake River, at Riparia is a very fine structure. This branch is doing a largely increased business. The extension from Tekoa to Mullan and to Burke, in the Cœur d'Alene mines, is comparatively new, all laid with heavy steel and good ties, well surfaced and lined, and partly ballasted with stone.

The line from Pendleton to Portland is in fair order. A large amount of filling of pile and trestle bridging is being done this season and a marked renewal of ties. To-

gether, these improvements will place the track in as good shape as its tortuous alignment and the drifting sands of the Columbia River will permit.

Arrangements have been made for the equipment of all the passenger cars of this road with Pintsch light, new ones as they are constructed and old ones as they are taken into the shops for repairs. In addition to the gas works at Council Bluffs, Kansas City, and Ogden, it has been decided, in connection with the Southern Pacific and Central Pacific, to construct Pintsch gas plants at Oakland and Portland.

Among the extraordinary difficulties which the roads in the West had to contend with during the past season, few were more striking than the experiences with snow encountered by this road. On the 5th of June the road was blocked by snowdrifts 15 feet deep, and a rotary plow and gangs of shovelers had to be employed. And again, on the 11th and 12th of October, within a little over four months, the road was visited by a snowstorm of even greater severity. In places the snow was from 4 to 5 deep in depth on the level, with drifts of from 18 to 30 feet deep in the cuts, and trains were delayed twenty-four hours or more.

CENTRAL PACIFIC RAILROAD.

The inspection on this line was made in March. The shops at Sacramento seem to be kept in the excellent order usual there. Some needed improvements have been made, especially in the office buildings, which had become too small for the constantly increasing business of that important station.

A large amount of work has been done at the snowsheds, strengthening and putting them in excellent condition. The station buildings and yards are neatly kept; bridges and track in good condition.

Fixed semaphore train-order signals have been put up at all telegraph stations. Station buildings have been erected as follows: At Rocklin, Sheridan, Chico, and Hooker, new depots; Golconda, depot enlarged; Alameda and Gold Run, freight houses; Sheridan and Nord, tool houses; Iron Point and Moores, new section houses, bunk houses and cook houses; Wadsworth and Boca, new section houses; Oakland yard, Lathrop, and Fresno, new sand houses; Palisade, new china house; Oakland yard, storehouse built for Pullman Palace Car Company, and motive power and machinery department storehouse extended; Elk Grove and Shoshone, new stock corral; Gold Run, plow house and turntable moved from Alta; Mill City, stock corral enlarged; Rocklin, coal bulkheads built, and at Fresno, master mechanic's office, ice house, and turntable moved from Tulare.

The following new stations have been established: On the Sacramento Division, Belvoir, between Cascade and Soda Springs, and Golden, between Soda Springs and Summit. On Truckee Division, Edwills, between Reno and Vista. The double-track system at Alameda Branch was extended by the construction of 1.25 miles of second track at Alameda, and 0.63 miles of track on the old Alameda wharf was taken up.

There have been 18.35 miles of track relaid during the year with 76-pound steel rails, and 10.50 miles with 62-pound steel rails, replacing lighter rails; also an increase of 11.35 rails of sidings and spurs in the same time, and 47.08 miles of right-of-way fence built at different points along the line. Between Ogden and Blue Creek 15 miles of track have been ballasted with gravel. The snowsheds on the Sacramento Division have been thoroughly overhauled and 11,874 linear feet of shed have been entirely rebuilt.

The water supply at Lathrop, Wells, and Rocklin, has been improved by laying better and larger pipe. A concrete reservoir of 50,000 gallons capacity has been constructed at Gold Run and connected with two water columns for delivery of water to locomotives. The Howe truss bridge over Kings River, on the Western Division, has been renewed with a new structure.

The ties used in renewals and construction of additional sidings during the year numbered 582,658 and cost \$255,618. Only 5.21 miles of iron rail remain in use. There are 32.76 miles of snowsheds, and 915.66 miles of single fencing on the line.

There are 723.56 miles ballasted with stone and gravel and the balance is with earth. The number of bridge openings are 1,095, with a total length of 21.45 miles. The main line mileage, as owned by this company and operated by the Southern Pacific Company, remains the same as last year, viz, 1,360.28 miles. There are 318.33 miles of sidings and 8.97 miles of double track now in use.

Before the close of the present season 18 miles more of 76-pound steel rail will be put in between Rocklin and Truckee. When this is accomplished the Sierra Nevada Mountain Division will be entirely relaid with 76-pound steel rails.

In the second half of the current year considerable work will be done in replacing with iron the wooden bridges over Butte Canyon on the Sacramento Division and the second crossing of Truckee River on the Truckee Division.

The work of ballasting between Ogden and Blue Creek was well done, a minimum of 8 inches of gravel being placed under the ties. This is being extended to the east slope of Promontory Pass, a distance of 45 miles from Ogden. After this work is finished it is intended to move the outfit to the Oregon Division and commence ballasting of a similar character there. And it is also the intention to carry forward, at the rate of 10 miles per month, ballasting with gravel the unballasted portions of the main line through the San Joaquin Valley.

CENTRAL BRANCH, UNION PACIFIC RAILROAD.

There were no renewals of rails reported during the year ending June 30, 1892, on the aided portion of the road from Atchison to Waterville, Kans., and the 97 miles of 52-pound rail and 3 miles of 56-pound steel rails are still in use. The sidings remain the same as last year, 24.89 miles of steel rails. There has been no change in the 90 miles of barbed wire fencing built on each side of the road. The oak ties used in renewals numbered 38,036 and cost \$21,680.

The bridges renewed during the year consisted of one 140-foot iron truss, five wooden girder spans, aggregating 260 feet in length, and nine pile bridges 360 feet long, making 761 feet of bridging renewed. There are now 158 bridge openings on this portion of the line; with a total length of 6,958 feet. At the end of the year there were 24.82 miles of stone ballast, 33.50 miles of gravel, 10.33 miles of cinders, and the remainder was surfaced with earth.

SIOUX CITY AND PACIFIC RAILROAD.

No very marked improvements have been made since last year's report. The length of main line remains the same, 107.42 miles, of which 106.62 miles are of 60-pound steel rail and 0.80 mile laid with 56-pound iron rail. An addition of 1.23 miles of siding during the year makes the total length of sidings June 30, 1892, 30.86 miles.

During the year 2 miles of track have been ballasted with cinders and 31.60 miles with gravel, leaving at the end of the year 45.10 miles ballasted with gravel, 5 miles ballasted with cinders, and the remainder surfaced with material from the roadbed.

Additions have been made to the Missouri Valley boiler shop and storehouse at a cost of \$3,292.76. A few tons of 60-pound steel rails have been laid in renewals, and in the renewals of ties 22,821 oak and cedar ties have been used. The expenditure for the former was \$2,510 and for the latter \$11,334.

The expenditures during the year for the repairs of roadway and track amounted to \$57,945; for bridges and culverts, \$4,241; cattle guards, \$955; buildings, \$9,179, and for fences, road crossings, signs, etc., \$1,694.

At the end of the year the number of bridge openings, mostly pile and trestle, were 92, and the total length of such openings 1.72 miles.

ATCHISON, TOPEKA AND SANTA FE RAILROAD.

The mileage of this road was not increased during the year ending June 30, 1892. The lines owned and leased were 4,582.12 miles in length, with 12.85 miles of double

track and 834.76 miles of sidings. The main tracks were laid with 4,018.91 miles of steel rails of from 48 to 71 pounds per yard, and 563.21 miles of iron rails of from 48 to 56 pounds per yard. There were 49.7 miles of new rails, 5,096 tons, laid during the year in renewals, costing \$157,978, and 659,561 oak and cedar ties and 143,013 treated pine ties used, at a cost of \$295,219.

The main line is now ballasted with 454.1 miles of stone, 342.6 miles of gravel, and 199.9 miles with cinders, burnt clay, and slag, while the remainder is surfaced with the ordinary roadbed material. The total number of bridge openings at the end of the year were 4,456, with an aggregate length of 67.3 miles.

The total expenditures made upon additions and betterments during the year were \$347,842, being only about one-third of that of the previous year. The principal items were: For fencing, crossings, and cattle guards, \$15,219; ballasting, \$37,941; new side tracks, \$35,177; freight buildings and warehouses, \$15,028; combination depots, \$4,915; and grain elevators, \$19,377.

CHICAGO AND NORTHWESTERN RAILWAY.

The inspection was made in March. The line from Council Bluffs to Clinton, Iowa, was in very good condition for a winter track. The bridges and station buildings appeared in excellent order. A great deal of double track is now in use from Clinton westward, making a very substantial improvement in the operations of trains.

The construction of the second track between Clinton and Otis was continued during the season of 1891, and completed and put in use between a point near the stock yards at Clinton and Lowden, a distance of 39.71 miles; also from the east end of Lisbon yard to Otis, a distance of 13.59 miles, making a total of 53.30 miles of new second track put in use. Of this, 7 miles are ballasted with crushed stone and remainder with gravel. In connection with this second track nineteen new double-track iron bridges were constructed with masonry foundations, and a total length of 826 feet, replacing the same number of wooden structures of 1,003 feet, filling 177 feet. At other points 414 feet of bridge openings were filled during the year, and numerous stone-arch culverts, cast-iron pipe, and iron-girder bridges put in. Also 218 feet of new pile bridging built and 4,278 feet of pile bridging rebuilt.

A new well was drilled at Stanwood Well, having an 8½-inch casing and contractor's guarantee of a 73,000-gallon flow every twenty-four hours. At Council Bluffs a new passenger station is fairly underway, work having begun in May. The platform to the passenger station at Clinton has been rebuilt with brick, on a gravel foundation, plank being used where baggage is handled.

During the year track has been relaid with new 72-pound steel on 36.92 miles, replacing 60-pound steel on 25.91 miles, 65-pound steel on 8.46 miles, and 72 pound-steel on 2.55 miles. New sidings have been added to the extent of 6.05 miles. There were 4.50 miles of ballasting done with crushed stone, 49.00 miles with gravel, 8.00 miles with cinders, and 1.50 miles with screenings.

The whole main line mileage operated by this company June 30, 1892, was 4,273.54 miles, no material increase of length being reported for the year. There were 306.71 miles of double track and 1,204.41 miles of sidings, making the total length of all tracks operated 5,784.66 miles. Of this mileage, excluding trackage rights, 4,953.33 miles are laid with steel rail of from 60 to 80 pounds per linear yard, and 775.17 miles of iron rail of from 50 to 60 pounds. This is 75.17 miles less iron rail than reported last year. There are 3,300.32 miles of the lines fenced with different kinds of fencing. The ballast consists of 243.76 miles of stone and slag, 2,196.35 miles of gravel, 191.30 miles of sand, 127.16 miles of cinders, and 1,514.50 miles were surfaced with earth. The renewals of rails and ties during the year amounted to 18,236 tons of steel rails, costing \$533,886, and 1,421,026 ties, mostly of oak, cedar, and hemlock, costing \$558,766. The 4,801 bridge openings on the whole line have a total length of a little less than 80 miles.

CHICAGO, BURLINGTON AND QUINCY RAILROAD.

The total mileage reported as operated and controlled by this company December 31, 1891, was 5,324.69 miles. The length of second track was 296.60 miles, and of third track 29.70 miles, the length of sidings not being given.

The extensions and branches built during the year were as follows:

	Miles.
Republican Valley and Wyoming Railroad, Beverly to Palisade.....	8.51
Northern Wyoming Railroad, Merino to Gillette	47.89
Grand Island and Wyoming Central Railroad, Edgemont to Deadwood	46.54
Grand Island and Wyoming Central Railroad, Minnekakta to Hot Springs...	13.34
Total	116.28

There are 8.17 miles of track heretofore included in the length of main line that is now operated as sidings only, leaving a net gain in mileage of 108.11 miles at the end of the year.

The total amount expended in the construction of the above new lines and extensions during the year was \$1,743,436.83. The principal improvement during the year consisted of new shops at Havelock, costing \$80,115.02; sundry buildings and water-works, \$39,364.39; fencing, \$18,015.82; sidings, \$57,941.99; new telegraph line, \$39,077.48; new interlocking system and pneumatic signals, \$1,275; and miscellaneous construction, \$45,415.96.

The expenditures for bridges were \$174,258.42 on the Mississippi bridge at Burlington; \$13,091.66 on viaducts in Chicago, \$12,600 at Nebraska City, and \$10,674.80 on a new viaduct at Omaha.

The Burlington bridge was completed early last spring.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The report of this company for the fiscal year ending June 30, 1892, gives the main track owned solely by the company at 5,712.07 miles, and 9.33 miles owned jointly, making a total of 5,721.40 miles. The second and third tracks owned solely were 110.72 miles in length, and jointly, 2.82 miles, a total of 113.54 miles of second and third tracks. There were 62.01 miles of track used under agreement. The yard tracks, siding, and spur tracks used solely by this company amounted to 1,175.16 miles, and jointly to 22.09, making a total of 1,197.25 miles.

The additions to the double tracks, under way and to be completed this season, with the amounts expended at time of report, are as follows: On the Chicago and Milwaukee Division, extending from Forest Glen to Wadsworth, 32.7 miles, at a cost of \$15,459.24, and from Lake to Western Union Junction, 16.1 miles, \$29,269.47. On the Chicago and Council Bluffs Division, from Mont Clare to Franklin, 3.5 miles, \$6,360.69, and from Kittredge to Mount Carroll, 11.2 miles, \$24,620.12; and on the Northern Division, from Grand Avenue to North Milwaukee, 5.0 miles, \$8,003.44. The other second tracks completed during the year were from Genoa to Davis Junction, costing \$10,889.35; Milwaukee to Lake, \$2,438.17; and Savana to Mount Carroll, \$4,175.79.

During the year 27,852 tons steel rails and 1,597,570 new ties were used in renewals. There are now 4,395.06 miles of main line laid with steel and 1,326.24 miles with iron rails.

About 2.7 miles of pile and trestle bridges have been filled with earth, and 167 wooden culverts have been replaced with iron. The replacement of about 350 feet of wooden bridges and 165 feet of embankment, with iron structure, has been completed during the year.

The cost of the maintenance of track during the year increased \$531,576.54; fences, \$30,832.30; buildings, \$53,905.14. The cost of the maintenance of bridges decreased during the same time \$144,782.99, in consequence of large renewals in previous years.

The principal expenditures in building during the year were made on the carshops at Milwaukee, and the shops at Humbolt avenue, Milwaukee, and at shops at Dubuque, Iowa; turntables at Austin, Minn., Milbank, S. Dak., and Mystic, Iowa; depots at Chicago and Cylinder, Iowa, and sundry other buildings, at an aggregate cost of \$82,056.32. Street improvement at Chicago cost \$11,272.86; iron bridges and viaducts at sundry points, \$41,483.20; new fences, \$15,047.35, and new culverts, \$2,091.93.

The yard improvements made during the year were at Milwaukee, Mosinee, Chicago, St. Paul, Delmar Junction, and numerous other points, at a cost of \$91,760.53. Widening embankments, raising grades, ballasting, filling, and riprapping cost \$215,692.09; new side tracks at sundry places cost \$30,220.57, and other miscellaneous expenditures amounted to \$22,958.93.

The past year has been the first full year of operation by this company of its sleeping-car lines. The gross earnings were \$196,066.32, expenses \$82,546.52, leaving net earnings \$113,519.80, upon an outlay of \$678,965.13, the cost of 52 cars. The company claims that the net earnings are sufficient to pay for the new cars required each year to replace old ones, and pay a fair return on the investment, and that the result is specially gratifying because it has not been obtained by impairing the service, which has been satisfactory to the public.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY.

This road now owns 2,725.48 miles, leases 352.66 miles, and has trackage rights over 377.68 miles of road; making a total of 3,455.82 miles over which its trains are operated. In addition there are 200.73 miles of second track, 9.05 miles of third track, and 594.27 miles of sidings. The increase in mileage of 47.26 miles during the year is made up of Union Pacific Railway trackage from Council Bluffs to South Omaha, 7.15 miles, and from Lincoln to Beatrice, Nebr., 40.21 miles. The second track was increased 5.03 miles at a cost of \$45,746.86, and the sidings 10.76 miles at a cost of \$92,669.09.

The other improvements made during the year consisted of an 85½-foot iron truss bridge at Arsenal street, Rock Island, and new stone abutments placed under seven other bridges, costing altogether \$17,748.52.

At the Chicago freight house a space on the east side of 3,884 square yards has been paved with granite blocks, a steel mast pillar crane of 15 tons capacity erected, and a 60-ton platform scale placed at Fifty-third street; at Morgan Park a passenger depot 24 feet by 65 feet has been built, and at Raymond street another one 22 feet by 50 feet—both of them on stone foundations. At Fairbury, Nebr., a 24-pocket coal-chute, 28½ feet by 78 feet, has been erected. The total cost of the above was \$20,962.85.

Street gates and towers have been placed at Forty-fifth and Eighty-first streets, and Commercial and Tracy avenues, Chicago, and at Collins street, Joliet; and street gates at La Salle and Columbus streets, Ottawa. Interlocking plants have been erected at Sixty-first street, Chicago, and in Ottawa, Ill., and additions made to fencing and snow fences at various points on the line, at an aggregate cost of \$13,099.66.

New and improved machinery have been added to the tool equipment of the Chicago shops, facilitating the work and economizing labor, at a cost of \$5,467.40.

During the year quite extensive purchases of land have been made, mostly for the purpose of increasing the facilities of some of the yards at the large stations. At Blue Island, near Chicago, a tract of 55 acres was secured adjoining that owned by the company, giving an unbroken tract of 75 acres in extent, upon which freight yards are being established to relieve the terminal yards at Chicago. At Lincoln, Nebr., the purchase has been made of a tract three blocks in length, which will be utilized for tracks and upon which passenger and freight buildings will be erected,

Additional land has been purchased for yard purposes at Omaha, Kansas City, and other points. The expenditure for these purposes amounted to \$235,945.31.

The passenger depot at Lincoln is to be erected at once. It will be 28 by 82 feet, built of pressed brick above the window sills and trimmed with terra cotta and molded brick. The building is well designed and all provision made for the comfort of waiting passengers. Two-thirds of the central portion of the depot will be occupied as a general waiting room, while in the opposite ends will be a room for the use of ladies, and a smoking room for gentlemen.

CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILWAY.

No new lines were constructed during the year ending June 30, 1892. The total length of main line owned is reported as 882.31 miles and 487.69 of branch lines and spurs, with 42.02 miles of proprietary lines and 69.59 miles of leased lines, making a total of 1,481.61 miles of line operated at the end of the fiscal year. Of this total 1,272.67 miles were laid with steel rails of from 50 to 72 pounds per yard and the remainder with iron rail. There were 23.7 miles of double track, and the total miles of siding were 355.66 miles, of which 23.61 miles were constructed during the year. In renewals new 65-pound steel was laid on 51.89 miles, and 72-pound steel on 28 miles, making a total of 79.89 miles renewed with steel rail during the year.

There were 3,145 feet of bridge openings filled during the year, leaving 34.6 miles of opening of this kind on the whole line. Sixty wooden culverts were replaced by iron pipe and five stone arch culverts built. Also fourteen spans of iron bridge and one iron trestle bridge on stone piers was built to replace a wooden trestle, 240 feet long and 65 feet high.

A sixteen-stall brick engine-house, with storehouse and oil-house attached, and a 56-foot iron turntable were constructed at East St. Paul. At Hudson a two-stall brick-lined engine-house was built, and an addition 60 feet by 90 feet was made to the freight-house at Sioux City, Iowa. A two-stall brick-lined engine-house was put up at Emerson, Nebr., and a new passenger depot at West Superior.

The track of the main line was changed between Wilson and Hersey on the eastern division, reducing the curvature and shortening the line.

MISSOURI PACIFIC RAILROAD.

The length of the main line from St. Louis to Omaha, as given in the company's report of June 30, 1892, was 494.77 miles, and the mileage of the branch lines was 1,067.71 miles. A branch of 25.50 miles in length was constructed during the year from Union Junction to West Side Junction, Omaha. This branch, with other mileage acquired during the year, makes the increase in the length of the whole road amount to 34.47 miles.

The principal improvements made during the year in renewals and construction consisted in increasing the length of the double track 3.70 miles and the length of the sidings 5.24 miles. The length of the steel rail laid in track was increased 36.60 miles and the length of the iron rail decreased 1.86 miles. There were 4,646 tons of steel rails used in renewals, and 487,791 oak ties put in track, at a cost of \$196,592. The barbed wire fence was extended 29.62 miles. Ballasting was done with stone on 30.67 miles and with gravel on 7.05 miles.

The bridges erected consisted of one 100-foot iron truss, seven iron girder spans, aggregating 161 feet, four combination trusses, 584 feet, 28 wooden girders, 351 feet, and 209 pile bridges, 11,322 feet; making a total length of 12,518 feet of bridging constructed or renewed during the year. There were also 36 cattle guards and one open culvert added.

The double track on the whole line is now 37.70 miles in length, and there are 357.69 miles of sidings. There are 58.83 miles of iron rail of from 45 to 52 pounds per linear yard, and 1,503.65 miles of steel rail of from 56 to 63 pounds. The fencing now

consists of 1,905.33 miles of single line barbed wire, and 7.32 miles of single line board fence; and the ballasting consisted of 247.24 miles of stone, 138.01 miles of gravel, and 69.64 miles of cinders—the remainder being surfaced with earth.

The following additions were made to the buildings during the year: Four passenger depots, five combination depots, one freight house, one fuel station, two water stations, one engine house and twenty stalls, one machine shop, and three car shops.

NORTHERN PACIFIC RAILROAD.

The inspection was made in August over most of the main line between St. Paul and Portland. From St. Paul to Staples the track is in excellent shape, both as to surface and line, and the whole appearance of the bridges and buildings show careful supervision. On the main line in Minnesota the conditions are not as favorable and the track not quite so smooth. In Dakota, east of the Missouri River, the state of the roadbed is of somewhat similar. West of the river it is rather better. These divisions suffered from excessive rainfall, and at the time of inspection the track had not entirely recovered from the effects of the wet weather. The track along the Yellowstone River was in good order and is being materially improved.

The National Park Branch was in fair condition, having been considerably improved since the last inspection. The track on the mountain grades over the Bozeman and Mullan tunnel divides on the main line, and the Homestake tunnel pass on the Butte branch are kept in the best of line and surface, the valley stretches being quite fair. This seems to be somewhat the condition of the main line generally, owing in a great measure to the difference in the character of the material forming the roadbed and the greater care exercised in the maintenance of the more difficult portions of the road. The Idaho division shows the track in good shape, though deficient in some places in the proper ballast to keep down the dust. The Cascade division is also well maintained, and the Pacific division has been greatly improved of late, particularly in filling long pile and trestle bridges. Altogether the track shows quite a smooth surface and bridges, buildings, and yards are kept in good order, and the equipment is exceptionally good.

Among the improvements made during the year, and the one deserving of the most prominent notice, is the filling in of 1,346 miles of bridge openings with nearly one million cubic yards of earth, at a cost, including the permanent waterways, of about \$400,000, leaving 125.28 miles of bridge openings on the whole line, nearly 10 per cent having been disposed of in this way during the year. The bridge openings now number 4,256.

At street crossings between St. Paul and Minneapolis three plate-girder bridges of three spans each, aggregating 236 feet, have taken the place of pile structures. In Minneapolis a 46-foot iron truss has replaced a wooden bridge, and numerous improvements have been made in the terminal yard.

At the head of Lake Superior quite a number of betterments are under way. Electric and interlocking signals for the St. Louis River bridge, and steam-turning machinery for the Minnesota draw of the bridge have been put in. Tracks have been constructed to the site of a very large flouring mill and elevator, about completed, at Superior.

The piers to the Mississippi River bridge at Brainerd have been renewed. A large amount of work has been done in filling and riprapping the west approach to the Bismarck bridge. The bridge across the Yellowstone River at Billings has been replaced by three spans of iron truss, of 160 feet each, with stone piers, at a cost of \$60,000.

Very neat and commodious passenger depots have been built of brick with stone trimmings at both Billings and Bozeman, and a mile of new track added at the latter place. A sewer has been put in at Livingston for the drainage of the shops and roundhouse. A new turntable has been constructed at Homestake Tunnel on

the Butte line, and a new 60-foot table provided at Helena for the use of the heavy consolidation engines on the mountain grades.

At Mullan Tunnel active operations had just begun upon the relining throughout with concrete walls and brick arch. Eight hundred feet of walls will be put in this season. The hospital building at Missoula, destroyed by fire last April, is being rebuilt, at a cost of \$25,000. It is to be completed by December 1, and will be much better adapted to its work than the old one.

A spur has been built to the bimetallic mine near Phillipsburg, 1.88 miles long, at a cost of \$25,000, and a spur to the new smelter at Boulder, 1.5 miles, costing \$14,000. Timber members were renewed in the combination truss bridges over the Gallatin, West Gallatin, and Missouri rivers. The one-span deck truss was rebuilt over Jocko River, and the five spans of through Howe truss over the lower crossing of Clark's Fork.

Two important changes of line were made near the west boundary of Idaho during the past year. The one at Algoma, 5.05 miles in length, and costing some \$80,000, increased the length of the line 0.26 of a mile, but reduced the grades 50 per cent and avoided all of the mile of trestling on the old line. The change at Granite was 8.81 miles long, a decrease of 0.82 of a mile, at a cost of \$238,000. The new line has a single iron viaduct 1,170 feet long, in place of the 4,200 feet of wooden trestle on the old line, and the grades are reduced very materially.

The improvements at Spokane, made since the fire, in building a fine brick and stone passenger depot, and rearranging and enlarging the yard, have added very much to the appearance of the company's property at that place. Still further improvement is contemplated in the erection of a commodious freight house in keeping with the depot. The Kennewick bridge across the Columbia River has been recently repainted and protected from the weather by housing the top chords.

The yard at Easton has been enlarged and the turntable housed. The lining of Stampede tunnel is progressing steadily and satisfactorily and without interruption to trains, though not very rapidly, as it is pushed mostly where the old wooden lining shows evidence of weakness. During the year 2,422 feet of single wall have been put in, and the arch extended 517 feet. This makes a total of 3,723 feet of walls and 1,954 feet of arch completed to June 30, 1892, out of a total of 9,833 feet of tunnel. The walls are of 24-inch cut concrete and the arch of specially prepared brick, and none but the best Portland cement used.

At Lester, the foot of the mountain grade on the west side of the Cascade range, a new yard has been constructed at a cost of \$56,000. The improvements consist of 14 tracks, of 2.7 miles, a 6-stall engine house, 60-foot iron turntable, a 24-pocket coal chute, ash pit, oil house, water tank, and two-story combination depot.

A double track has been put in from Cascade to South Prairie, and from Tacoma to Meeker, the junction with the branch to Seattle, a distance of 8.4 miles, at a cost of \$120,000. This latter improvement changes the line slightly, throws out considerable curvature, and lessens the distance. The half-moon yard at Tacoma has been completed at a cost of \$112,000. The old machine-shop building at Pacific avenue, Tacoma, has been moved and converted into a train shed since the completion of the new shops at Edison, and division offices placed in it.

The company's shops at Edison, 4 miles south of Tacoma, are now completed at a cost of \$850,000. They are first class in every respect and well adapted to do all classes of repairs to freight and passenger equipment. Two hundred stock cars were completed during July, and all kinds of freight cars will be built as required. Although it is not the policy of the company to do more than repair locomotives here, the shops are fully equipped to build them if necessary.

The buildings are constructed of brick, the roofs of main buildings being supported by iron trusses, and are steam-heated throughout, with electric plant for lighting the shops and propelling two transfer tables. The buildings are ample, and the machinery and appliances of the most modern and improved pattern, effecting a material

reduction in the current expenses as compared with those of the old shops. Among the principal buildings are: Coach repair shop, two stories, 100 by 243 feet; wood-working shop, 90 by 152 feet; engine and steam-heating room, 42 by 74 feet; paint shop, 90 by 242 feet; freight repair shop, 90 by 302 feet; boiler, tank, and copper shop, 80 by 321 feet; machine shop, 120 by 244 feet; and a blacksmith shop, 80 by 192 feet. A second track has been constructed from Tacoma for the accommodation of these shops.

The transfer steamer on the Columbia River at Kalama has been put in much better shape to do its work without risk of delay. Very neat and commodious frame passenger buildings have been constructed at Puyallup and Centralia.

The branch line from Chehalis, on the Pacific Division, to South Bend, a distance of 56.5 miles, which has been under construction for the past two years, is about completed and will be operated by the end of the year. This reaches a very fine ocean port on Willapa Harbor, and is to be the terminus of a line projected from Yakima to the coast by way of Cowlitz Pass.

The following branch lines were completed and turned over to the operating department during the year:

	Miles.
St. Regis, Mont., to summit of Bitter Root range.....	35.83
Summit of Bitter Root range to Mullan, Idaho.....	11.39
Pullman Junction, Wash., to Juliaetta, Idaho.....	37.90
Olympia, Wash., to Gate City, Wash.....	19.29
Montesano, Wash., to South Aberdeen, Wash.....	11.00
South Aberdeen, Wash., to Cosmopolis, Wash.....	1.60
South Aberdeen, Wash., to Ocosta, Wash.....	13.65

Total constructed lines added	130.66
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The mileage operated by the company June 30, 1892, was:

	Miles.
Total main line proper	2,137.14
Spurs to industries included in main line mileage.....	19.56
South Superior to Duluth, Minn. (owned).....	7.71

Total length of main line owned.....	2,164.41
Branch lines owned	1,164.41
Branch lines leased	1,125.00

Total length of road	4,453.82
Double track owned	21.10
Double track leased	38.00

	59.10
Third track leased	7.70
Fourth track leased	7.70
Main line sidings owned	432.11
Branch line sidings owned	142.45
Branch line sidings leased.....	159.39
	733.95

Total length of all tracks operated.....	5,262.27
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There were 5,846 tons of steel rails used in renewals during the year, at a cost of \$191,340, and, 1,058,118 ties, costing \$328,017. The track is now laid with 553.23 miles of iron rail of 35 to 56 pounds per yard, and 4,709.04 miles laid with steel rail of 35 to 80 pounds.* The fencing against stock amounted to 1,325.80 miles of barbed

* The 35-pound rails being used upon a narrow-gauge line.

wire and board fence, and the snow fences to 218.39 miles. There are 28 snow sheds of an aggregate length of 1.85 miles. The tunnels number 27, of a total length of 10.7 miles.

The ballast consists of 72.05 miles of stone, 1,420.29 miles of gravel, and 2,799 miles surfaced with sand and the better class of roadbed material, and the remainder with earth, an increase during the year of 13.90 miles of stone ballast, 66.02 miles of gravel, while 48.29 miles more of the line was surfaced with sand and the better class of roadbed material. Five and nine-tenths miles of iron and timber bridges have been renewed, 138 timber culverts and one stone arch culvert have been built, and 282 wooden culverts replaced with iron pipe.

It is the intention of the company to utilize the mountain streams each spring in filling the bridge openings wherever it can be done to advantage when the bridges need renewing. For this purpose the water will be turned upon the adjacent side hills and the material sluiced to where wanted, and confined by portable bulkheads until it becomes firm. The bulkheads can then be raised as the banks are formed. In this way it is thought very many of the high trestles can be filled at comparatively slight cost.

The Northern Pacific Steamship Company is to run a fully-equipped first-class passenger and freight line, in conjunction with this company, between Tacoma and the ports of China and Japan, beginning October 1.

The question of irrigation is rapidly assuming more definite and practical shape in the Gallatin Valleys in Montana, and along the Yakima River in Washington. Large capital is now actively engaged in the construction of extensive ditches leading from storage reservoirs in the mountains. These will shortly bring into cultivation large areas of fertile land which contain all the elements of productiveness, except humidity.

OREGON AND CALIFORNIA RAILROAD.

The mileage owned and operated June 30, 1892, was as follows:

	Miles.
Portland and California State Line.....	366.80
Portland to Corvallis	96.50
Albany Junction to Lebanon.....	11.50
Woodburn to Natron.....	92.70
Total owned.....	567.50
Leased lines (narrow gauge):	
Oregonian Railroad.....	57.50
Portland and Willamette Valley.....	28.50
	86.00
Total owned and leased	653.50

The sidings increased during the year 13.88 miles, making a total of 62.70 miles. Of the 630.20 miles of main line and sidings at the end of the year 195.04 miles were laid with 62-pound steel rail, 323.05 miles with steel ranging from 30 to 56 pounds per yard, and 112.11 miles of iron rail from 28 to 56 pounds.

There were 5,487 tons of steel rail laid in renewals during the year, at a cost of \$232,108; and 341,196 fir ties were used in renewals, costing \$76,769. At the end of the year there were 80.86 miles of right-of-way fence, 8.48 miles having been built during the year. On the main line 548.50 miles were ballasted with gravel, the balance being surfaced with earth. The 890 bridge openings had a total length of 24 miles.

The extension from Coburg to Springfield, a distance of 7.70 miles, was opened for traffic September 1, 1891, and from Springfield to Natron, 5.20 miles, September 28, 1891. The new stations are Armtiage, Springfield, and Natron.

ST. JOSEPH AND GRAND ISLAND RAILROAD.

The main line between St. Joseph, Mo., and Grand Island, Nebr., a distance of 251.06 miles, is operated as a part of the Kansas Division of the Union Pacific Railway and included in the mileage of that system.

Very little has been done in the way of improvements on the line between those points during the past year. The track is laid with 106.59 miles of 52-pound steel and 144.47 miles of 62-pound steel. Only two-tenths of a mile was added to the length of the sidings during the year, making 24.54 miles at the end of the year. There were 154 tons of steel rails used in renewals during the year, costing \$5,044, and 87,586 oak ties and 3,631 cedar ties, costing \$53,088. The barbed-wire fence was extended 6.50 miles, leaving 148 miles of track fenced upon both sides. The ballast has not been increased during the year, being 12.23 miles of stone, 1.90 of cinders, and the remainder surfaced with earth.

The bridging remains the same as last year—352 openings, with a length of 3.55 miles, with 23 open culverts and 230 cattle guards.

The buildings erected during the year consisted of 1 water station, 1 fuel station, and 1 cast-iron turntable.

ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILWAY.

The main line, extending from St. Louis to Texarkana, Tex., was 489.78 miles, and the branch line mileage amounted to 1,280.37 miles, as reported by this company June 30, 1892, making 1,770.15 miles of line operated. A branch line was constructed during the year from Camden to El Dorado, Ark., a distance of 32.48 miles; and an extension of 71.17 miles was added to the branch from Texas and Pacific Junction to the Arkansas and Louisiana State line. The company owned 1,426.59 miles of the above mileage, and leased 343.56 miles. There were 8.01 miles of sidings added to the main line and 19.25 miles to the branch line during the year. At the end of the year there were 10.46 miles of double track and 335.23 miles of sidings on the whole line. The road now has 1,294.63 miles of barbed wire and 56.33 miles of board fence, making 1,350.96 miles of single line fence.

There were 9,203 tons of steel rails used in renewals during the year, costing \$338,215, and 739,669 oak ties, costing \$250,981. During the year the ballasting done consisted of 0.18 mile of stone, 46.26 miles of gravel, and 10.43 miles of cinders; and on the whole line at the end of the year there were 37.57 miles of stone ballast, 361.74 miles of gravel, 72.34 miles of cinders, and the remainder was surfaced with earth.

In the renewals and construction of bridges during the year the following were erected: Seven iron truss bridges, aggregating 2,211 feet, 1 74-foot iron girder, 17 wooden girders, 251 feet, and 219 pile bridges, 64,044 feet, making a total of 66,580 feet of bridging built during the year. The total number of bridge openings are now 3,607 and the length 65.04 miles, with 754 open culverts and 33 cattle guards.

During the year the following additions were made to the buildings: Twenty-four combination depots, 1 passenger depot, 12 water stations, 3 fuel stations, 1 engine house with four stalls, 1 turntable, 4 car shops, and 29 tool houses.

ST. PAUL AND DULUTH RAILROAD.

The length of road operated by this company, June 30, 1892, was 247.75 miles, with 16.50 miles of second track. Of this, 97.70 miles was laid with 70-pound steel, 138.55 miles with 56 1-pound steel, and 28 miles with 50-pound iron rail. The total length of sidings on main line and branches was 98.22 miles.

A branch line has been constructed from Miller Station to the sandstone quarries on Kettle River. The length of the line is 5 miles and the cost was \$22,662. This branch is of about the same length as the one extending to other quarries on Kettle River which was dropped from the report of last year's mileage.

The side track added during the year was 8.92 miles, at a cost of \$42,068. The renewal of steel rails amounted to 2,753 tons of 67 pounds per yard, and cost \$86,905; and the cross-ties used in renewals and new sidings numbered 70,624 and cost \$16,298. There were 5½ miles of gravel ballast completed during the year.

All of the wooden trestles on the old line between West End Junction and Fond du Lac were renewed during the year, but none of them shortened or filled. A new freight house, 40 by 150 feet, was built at Stillwater at a cost of \$6,500.

To the south of Hinckley grade reductions from 40 feet to the mile to 15 feet to the mile are under way, at an estimated cost of \$15,000; and the reduction of two of the worst grades between Hinckley and Carlton is contemplated and will probably be finished this season; also the laying of some 20 miles of new steel.

The new union passenger depot at Duluth has been in use for sometime, though not entirely completed. It is a fine structure, substantially built of brown stone, brick, and iron, and is practically fireproof. The main building is 70 feet by 204 feet, three stories in height, with express offices attached, 28 feet by 90 feet. The basement is used for baggage offices and immigrant waiting rooms, with lavatories, boiler room, etc. The second or ground floor is the general entrance, and has a waiting room 70 feet by 74 feet, open to the roof 65 feet high, and finished inside with St. Louis pressed brick and brown-stone trimmings. The ladies waiting room is 24 feet by 40 feet, the remainder of the second story being taken up by baggage and check room, conductors' room, station master's room, barber shop, smoking room, lavatories, etc. The third story is finished with pressed yellow brick, and is used entirely for offices. The building is heated throughout by steam and lighted by electricity. The platforms are on a level with the basement and are approached by a staircase leading from the general waiting room. The train shed is 130 feet by 407 feet. There are six tracks entering the shed, with six standing car tracks outside at the south end. When fully completed the expenditure, including the cost of terminal tracks, buildings, and right of way, will be in the neighborhood of \$650,000, divided between this company and the Northern Pacific.*

On the whole line there are 180 miles of single line barbed wire fence, and 145.35 miles ballasted with gravel and the remainder surfaced with earth. The 129 bridge openings have a total length of 6.35 miles.

ST. PAUL, MINNEAPOLIS AND MANITOBA RAILWAY.

The inspection was made in August on the regular train from Spokane, Wash., to St. Paul. All the lines of this company are leased and operated by the Great Northern Railway Company.

The station buildings, bridges, and yards appeared to be in very fair condition. The track generally seemed in good shape, though through some portions of the Red River Valley in Minnesota and Dakota the line and surface of the track still showed the effects of the unusually wet season. This was owing in a great measure to the length of time it takes in so flat a country for the material to dry sufficiently to admit of handling to advantage. On the rolling lands to the west, toward the Missouri River, where the slopes to the cuts had been greatly widened to free the track from snow and to form snow-breaks, some of the material might well have been used to advantage in restoring the intervening banks to the original grade.

The mileage has been increased during the year by the branch from Eagle Bend to Park Rapids, a distance of 54.52 miles, at a cost of \$817,000, and from Hendrum, Minn., to Alton, N. Dak., 10.38 miles in length, costing \$155,000, making the main track June 30, 1892, 2,872.54 miles; the second track was 26.92 miles; third track, 9.28; fourth track, 9 miles; fifth track, 0.90 miles, and sixth track, 0.72 miles, a total of 2,919.36 miles. Of this track, 2,626.34 miles were laid with steel rails and 293.02 miles with iron rails.

* The Duluth, South Shore and Atlantic, Duluth and Iron Range, Duluth and Winnipeg, and Lake City Land Company will also participate in the use of the property.

Among the principal improvements made during the year the following are worthy of note: At St. Paul a 55-feet by 280-feet brick-and-stone addition to the freight warehouse, costing \$10,800. The enlargement and rebuilding with brick and stone of the old freight warehouse, 55 feet by 500 feet, with a freight office attached, are now well under way, at an estimated cost of \$24,000.

At Minneapolis, between the union depot and Holden street, $1\frac{1}{4}$ miles of tracks were lowered so as to permit of building overhead bridges for streets. Retaining walls for these tracks were built, abutments for the street bridges constructed, and iron bridges erected at First street, Washington avenue, and Fourth and Fifth streets. Two freight warehouses and a freight-office building were built of brick and stone, and the freight yard and tracks were rearranged, laying six main tracks with 75-pound steel rails, at a total cost of \$494,000. A double-track steel bridge on new masonry piers and abutments was erected over the west channel of the Mississippi River at Minneapolis, at a cost of \$103,000.

At Anoka a brick-and-stone passenger and freight depot was erected at a cost of \$6,750. At St. Cloud a new iron bridge over the Mississippi River is being erected that is estimated to cost \$49,300. At Sauk Center the yard has been rearranged and additional tracks put in at a cost of \$8,700, and a new brick-and-stone passenger and freight depot built at a cost of \$5,250; and at Wilmar a new two-story passenger depot and office building of brick and stone has been put up, costing \$14,000.

At Grand Forks there has been a rearrangement and enlargement of the yard and tracks, at a cost of \$23,500, and a brick-and-stone five-stall addition, to cost \$5,700, is being made to the roundhouse. The two-story passenger depot and office building at this point, to cost \$33,000, is not entirely finished. It is built mostly of the fine sandstone from the company's Kettle River quarries and presents a very neat and durable appearance. It is the intention of the company to use this stone very largely in building depots upon its lines, not only on account of its color and uniformity, but on account of its freedom from the action of frost and weather and the economy with which it can be put in place.

At Devil's Lake a five-stall addition of brick and stone has been made to the roundhouse at a cost of \$6,500. At Havre, the new division point on account of the Pacific extension, the side tracks have been extended, a new depot has been built, a water tank, section house, ice house, and a ten-stall brick-and-stone round house put up, at a cost of \$27,300.

At Great Falls repair shops have been built, including machine shop, car shop, boiler shop, and blacksmith shop. The brick-and-stone boiler and engine building is 140 feet by 150 feet, and the storehouse, of brick and stone, is 40 feet by 100 feet. The total cost of these buildings was \$36,700. A twenty-stall brick-and-stone round house, and a sand and oil house, cost \$29,900.

On the Breckenridge, between Morris and Breckenridge, 10.98 miles of main track have been relaid with 75-pound steel rails and 38 miles with 68-pound steel rails, replacing 56-pound steel, at a cost of \$123,200.

On the Northern Division, between Barnesville and Kelso, 48.73 miles of main track have been relaid with 68-pound steel rails in place of 56-pound steel, costing \$113,900, and between Kelso and Grand Forks, 41.83 miles, and between Ada and Crookston, 39 miles, are now being relaid with 68-pound steel rails, replacing 56-pound steel, the former estimated at a cost of \$121,800 and the latter at \$97,200. A like replacement of 56-pound steel rails with 68-pound steel is being made on the Dakota Division between Grand Forks and Devils Lake, for 34.53 miles, at an estimated cost of \$85,200.

There were 83 miles of main track ballasted with gravel during the year at a cost of \$35,000, and 18 bridges wholly or partly filled and small culverts put in at a cost of \$43,500. The bridge openings at the end of the year, on the mileage reported, numbered 3,547, with an aggregate length of 42.8 miles.

Two extensions to the St. Hilaire Branch are about completed—one from St. Hi-

laire south to Red Lake Falls, and the other from St. Hilaire north to Thief River Falls, above Red Lake River Rapids, connecting with steamers to Red Lake.

The extension west of Pacific Junction shows a very good roadbed for new track, and is largely ballasted with the excellent gravel found in abundance in a great many of the cuts. The steel rails are all heavy, being 68 pounds per yard in the valleys and upon the plains, and 80 pounds on the mountain grades. The rail joints are supported, and the rails fastened by heavy 36-inch angle bars, extended to three ties and secured by six bolts, making a very firm joint.

During the year 263.5 miles of track were laid on this extension with 68-pound rails and 75.7 miles with 80-pound rails, making a total of 339.2 miles. This reached from the North Fork of Two Medicine River, Montana, to Spokane, Wash., 211.3 miles in Montana, 82.7 miles in Idaho, and 45.2 miles in Washington, the 80-pound rail being all in Montana.

No tunnel is required on this extension at the crest of the Rocky Mountains. The track at Marias Pass is through a swamp, necessitating a fill of several feet on the summit, while the mountain range on either hand is from 1,000 to 1,500 feet higher. The elevation of the pass is 5,200 feet above ocean level. The ascent from the east is remarkably easy, but the western slope is precipitous and difficult, and can hardly be maintained without considerable protection from snow.

The bridging is principally timber trestles, with some Howe truss spans of from 40 feet to 150 feet in length. At the crossing of Pend d'Oreille River, at Albany Falls, Idaho, there are two steel spans of 180 feet and 300 feet each, separated by an island.

At the time of inspection the track had reached a point some 75 miles west of Spokane, and was being pushed at the rate of about 3 miles per day. A large steam transfer boat awaited the track-layers at the crossing of the Columbia River, and no delay would occur during the construction of the bridge.

The line from the Columbia River to the foot of the mountain grade, on the west side of the Cascade range, was all located and put under contract early in the season. From the last named point to Puget Sound a large portion of the grading had been completed, and track-laying would be carried east to meet at the summit of the mountains.

The through line will be opened early in the coming season. An overhead switch-back line will be used during the boring of the very long tunnel under the summit of the Cascade. The tunnel will be 4,040 feet above ocean level, and the second longest on the continent.

The total distance from St. Paul to Puget Sound is given at 1,786 miles. The through equipment in the passenger department, in use as far west as Spokane, is all new and of the most substantial character and pleasing appearance.

SOUTHERN PACIFIC RAILROAD OF CALIFORNIA.

The inspection of this line was made in February. The track is now well ballasted between Tulare and Bakersfield and is in very good condition throughout. The Bakersfield station has been much improved by enlargement of the yard and increased siding. The passenger building at Lathrop was burned the latter part of February, being the third building destroyed at that place. The condition of the buildings and roadbed from Yuma to Goshen is very good, generally.

The following branch lines have been opened for traffic since the report of June 30, 1891:

	Miles.
Los Banos to Armona, August 28, 1891.....	88.87
Redlands Junction to Crafton, March 14, 1892.....	7
Motor Junction to San Bernardino, March 14, 1892.....	7.17
Total added during year	103.04

The last named is an old road acquired by the Southern Pacific Railroad Company.

The total mileage reported June 30, 1892, was 1,488.71 miles, of which 1,424.59 miles were laid with steel rails of from 50 to 76 pounds per yard, and 64.12 miles with iron rails of from 50 to 56 pounds. The renewals of steel rails consisted of 27.81 miles of 76 pounds, 49.81 miles of 62 pounds, and 0.06 miles of 54 pounds per yard. There were 344,374 new ties used during the year in renewals and sidings, and in double track. The sidings constructed during the year amounted to 41.15 miles, and the double track to 320 miles. The total of all sidings at the end of the year was 312.85 miles.

New stations were established on the Tracey-Armona branch between Los Banos and Armona, as follows: Agatha, Dos Palos, Oxalis, Firebaugh, Mendota, Whites Bridge, Jameson, Collis, McMullin, Ormas, Caruthers, Cando, Lillis, and Hardwick. On the Redlands branch from Redlands Junction to Crafton: Motor Junction, Bartons, Redlands, Eastburne, Mentone, and Crafton; and on the San Bernardino and Redlands Motor Railway, between Motor Junction and San Bernardino: Idlewild, Tippecanoe, First Street Junction, and San Bernardino. On the old lines the following new stations were established: Remnoy, on the Goshen Branch, between Goshen and Hanford; Palmdale, on the Mojave Division, between Lancaster and Harald; Sholin, on the Coast Division, between Colina and Emanuel, and Morganhill, between Madrone and Tennants; Hunt, on the Visalia Division, between Delano and Poso, and Osage, on the San Ramon branch between Danville and San Ramon.

New buildings have been put up as follows: At Tulare, resident engineer's office; Waterford, Avon, Chino, Hickman, Montpelier, Montalvo, Crows Landing, and Exeter, depots; Ocean View, waiting room; Castroville, Salinas, Acton, and Lancaster, station buildings enlarged; Palm Springs, freight house, telegraph office, section house, two bunk houses, and tool house; Peters, bunk house; Sanger Junction, Kaweah, Lindsay, Monson, and Porterville, Chinese cook houses; Jameson, set of section houses; Yuma, road master's room; and between Palm Spring and Dry Creek, on the Yuma Division, section building and tool house; San Francisco, stock corral enlarged and crossing gates and houses for watchman at Howard and Mission streets; Camulos, Elwood, Milton, and Fillmore, stock corrals; Almond and Declez, freight platform; Goshen and Pacific Grove, coal bulkheads; Beaumont, roundhouse; Los Angeles, paint shop enlarged; Banning, engine house and turntable; Tracy, house for engine wiper; Palmdale, roundhouse and two bunk houses, moved from Lancaster; Pacific Grove, engine house; and Indigo, cabin for coal-heavers.

The trestle crossing the Los Angeles River, north of Los Angeles, has been replaced by a new bridge consisting of one wooden Howe truss, 200-foot span, and one wooden straining beam, 80-foot span. The trestle crossing New River, on the Santa Ana branch, has been replaced by a 125-foot Howe truss. Trestles and minor structures have received a thorough overhauling, and on the Oregon lines quite a number of trestles have been filled.

At Tracy water columns have been set up and connected with the existing tanks in the yard. At Montpelier a new well has been bored to the depth of 394 feet, and a new tank has been constructed and a new well bored at Sangus, yielding an abundant supply of water. At Santa Barbara a well 7 inches in diameter has been bored to the depth of 403 feet, increasing the water supply materially.

On the line between Armona and Bakersfield, for a distance of 73.30 miles, the track has been ballasted with gravel; and 18.42 miles of right-of-way fence have been built on the Southern Division, making 1,350 miles of single fence on the whole road.

Two wooden viaducts are to be replaced by iron in Tehachapi Pass, and an iron bridge will be built to replace the wooden structure over the second crossing of Los Angeles River. On the whole line there are 3,156 bridge openings, with a total length of 31.8 miles.

TEXAS AND PACIFIC RAILWAY.

The mileage of the New Orleans Division is as follows:

	Miles.
New Orleans to Shreveport, La	327
Shreveport Junction to State line of Louisiana	21
Baton Rouge Junction to Port Allen, La	11
Westwego Branch, La	1
Plaquemine Branch, La	7
Total of the division	367

The published report of the company for December 31, 1891, shows the total mileage of the road to have been 1,499 miles of main track, 233 miles of sidings, with 1,252 miles of steel rail. The total expenses for maintenance of way during the year were \$1,199,610, a decrease of \$180,105 as compared with the previous year, being almost entirely a decrease of betterments.

The tracks, trestles, and bridges show considerable improvement, and, with the exception of some 215 miles of iron rail on the Rio Grande Division, the road is in uniform condition, and compares favorably with other roads in Texas.

During the year there were 1,825 tons of 63-pound steel laid on the Eastern Division between Marshall and Texarkana, the steel which was taken from that portion of the line being used to replace old iron rails farther west. This course will be pursued until the entire line is relaid with steel. Ballasting had been continued at a moderate rate, and some 14 miles of rock ballast added to different divisions; 525,000 cross-ties were used in renewals and new sidings. There were $7\frac{1}{2}$ miles of new side track constructed during the year, and 127 miles of single fence, making a total of 680 miles of single fence or 340 miles of line fenced on both sides.

The break in the Mississippi levee last year near Amesville, caused a very disastrous crevasse and involved the loss of the use of some 10 miles of track during the continuance of the overflow, and entailed quite a heavy expense upon the company, both in repairs of track and increased cost of transportation.

A drawspan has been placed across Bayou Plaquemine, Louisiana, at a cost of \$25,000, to comply with the requirements of the War Department. At West Wego, on the west bank of the Mississippi River, opposite the city of New Orleans, a 340,000-bushel elevator has been completed at a cost of \$85,000. A suitable wharf will be constructed at this point for transferring cotton direct to ships.

The new general office building at Dallas, in connection with the freight depot, has been completed during the year. The former is 50 feet by 120 feet and five stories in height, and the latter is 40 feet by 340 feet, and the total cost of the entire structure was some \$80,000.

The past season has been an unusually trying one upon almost all railway properties in the West. The widespread and terribly disastrous floods of the early spring months were almost without precedent; equaled only in energy by the manner in which they were met and fought by those immediately in charge of the roads. Most of these floods were remarkably free from serious accidents, and the damage and inconvenience to the public were comparatively slight. The most forcible reminder of their visitation is to the roads themselves in the heavy increase in expenses and reduction in dividends.

The settlement of the vital question of the uniform use of standard automatic railway couplers and continuous power air-brakes has been undertaken by national legislation. At the last session of Congress the House of Representatives passed the O'Neill bill to promote the safety of railway employes and passengers, and it would have probably become a law had the Senate not preferred its own more conservative bill upon the subject. It seems almost certain that an agreement will be reached this winter and a modified bill be enacted. This delay has undoubtedly been of benefit to all concerned. It has given the railroads timely notice of what they may

expect, led to the discussion of the best manner of providing for carrying out the probable requirements, and will enable Congress to act more intelligently and effectively, and at the same time not burden the weaker roads beyond their ability, by compelling the use upon too short notice of appliances already largely adopted by their more wealthy competitors.

The railroad mileage of the United States reached 170,601 miles on the 1st of January, 1892, with an increase of 3,898 miles during 1891, as against 5,400 miles in 1890. This is the lightest year's construction since 1878, with the exception of 1885, but brings the total mileage up to nearly half that of the whole world, and to a point where it will probably cease to make such strides.

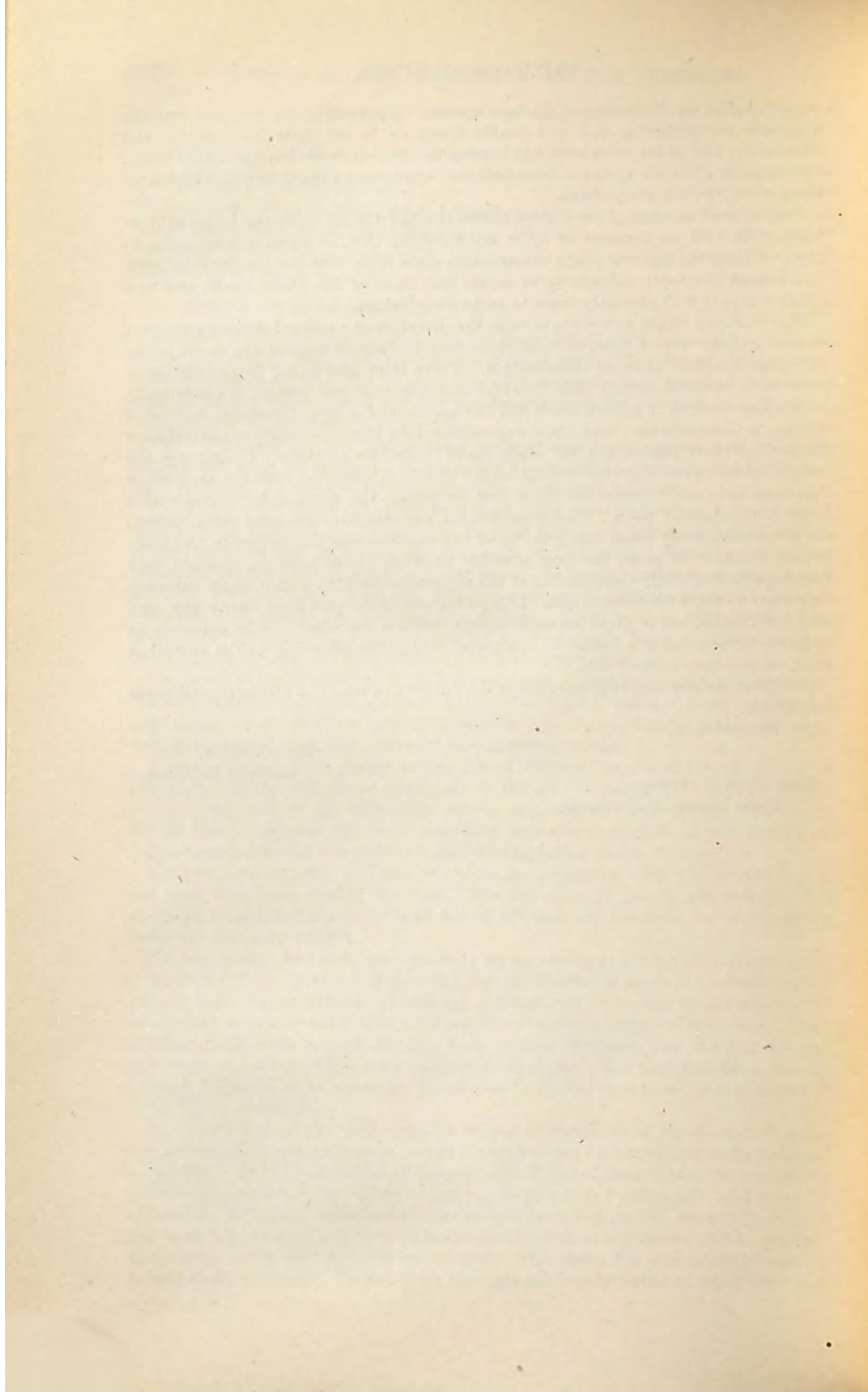
The tendency would now seem to be in the direction of a general desire on the part of the management of most railway properties to keep abreast of the times in improvements rather than in construction. There is an increasing determination to have their roadbeds better able to withstand the wear and tear of the constantly increasing weight of rolling stock and the demands of a larger business, instead of adding to their mileage; and their expenditures for these purposes are not always limited by their profits, but are often made regardless of them. To increase the weight of rail, reduce grades and fill bridge openings wherever possible, in order to decrease time and increase safety, is fast becoming the great desideratum with a large percentage of them. This is noticeably the case with the local management; for where not many years ago paucity of expenditure was the height of their ambition, in order to make the best possible showing in net receipts, they are now found quite frequently complaining of the niggardliness with which small sums are doled out to them for betterments. This policy may not so far have shown any very decided results, but it gives an encouraging outlook for what may be expected in the near future, and is a matter of congratulation to the traveling public as well as the true interests of the roads.

It affords me pleasure to acknowledge the uniform courtesy of officials on all roads inspected.

Respectfully,

RICHD. RELF,
Railroad Engineer.

Hon. H. A. TAYLOR,
Commissioner of Railroads.



APPENDIX No. 2.

LAWS OF THE UNITED STATES AFFECTING PACIFIC RAILROADS.

ACT OF JULY 1, 1862.

AN ACT to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes. 12 Stat. 489.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Walter S. Burgess, William P. Blodgett, Benjamin H. Cheever, Charles Fosdick Fletcher, of Rhode Island; * * * together with five commissioners to be appointed by the Secretary of the Interior, and all persons who shall or may be associated with them, and their successors, are hereby created and erected into a body corporate and politic in deed and in law, by the name, style, and title of "The Union Pacific Railroad Company;" and by that name shall have perpetual succession, and shall be able to sue and to be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal; and the said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph, with the appurtenances, from a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the Valley of the Republican River and the north margin of the Valley of the Platte River, in the Territory of Nebraska, to the western boundary of Nevada Territory, upon the route and terms hereinafter provided, and is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act as herein set forth. The capital stock of said company shall consist of one hundred thousand shares of one thousand dollars each, which shall be subscribed for and held in not more than two hundred shares by any one person, and shall be transferable in such manner as the by-laws of said corporation shall provide. The persons hereinbefore named, together with those to be appointed by the Secretary of the Interior, are hereby constituted and appointed commissioners, and such body shall be called the Board of Commissioners of the Union Pacific Railroad and Telegraph Company, and twenty-five shall constitute a quorum for the transaction of business. The first meeting of said Board shall be held at Chicago at such time as the commissioners from Illinois herein named shall appoint, not more than three nor less than one month after the passage of this act, notice of which shall be given by them to the other commissioners by depositing a call thereof in the post-office at Chicago, post-paid, to their address at least forty days before said meeting, and also by publishing said notice in one daily newspaper in each of the cities of Chicago and Saint Louis. Said Board shall organize by the choice from its number of a president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof as they may deem proper. It shall be the duty of said Board of Commissioners to open books, or cause books to be opened, at such times and in such principal cities in the United States as they or a quorum of them shall determine, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions, and to

Name and title.

Location, &c.

Amt. and number of shares of stock changed from \$1,000 to \$100. Sec. 1, act 1864.

Comm'rs, how appointed and to hold meeting.

Treasurer to give bond, &c.

Books to be kept open. See sec. 2, 1864.

SEC. 3. *And be it further enacted*, That there be, and is hereby, granted to the said company, for the purpose of aiding in the construction of said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores thereon, every alternate section of public land, designated by odd numbers, to the amount of *five* alternate sections per mile on each side of said railroad, on the line thereof, and within the limits of *ten* miles on each side of said road, not sold, reserved, or otherwise disposed of by the United States, and to which a preëmption or homestead claim may not have been attached, at the time the line of said road is definitely fixed: *Provided*, That all *mineral lands* shall be excepted from the operation of this act; but where the same shall contain timber, the timber thereon is hereby granted to said company. And all such lands so granted by this section, which shall not be sold or disposed of by said company within three years after the entire road shall have been completed, shall be subject to settlement and preëmption, like other lands, at a price not exceeding one dollar and twenty-five cents per acre, to be paid to said company.

Land grants—
alternate sections.

Changed to TEN
by sec. 4, 1864.
Changed to
TWENTY. Sec. 4,
1864.

Minerals and
timber. Sec. 4,
1864.

SEC. 4. *And be it further enacted*, That whenever said company shall have completed forty consecutive miles of any portion of said railroad and telegraph line, ready for the service contemplated by this act, and supplied with all necessary drains, culverts, viaducts, crossings, sidings, bridges, turnouts, watering places, depots, equipment furniture, and all other appurtenances of a first-class railroad, the rails and all the other iron used in the construction and equipment of said road to be American manufacture of the best quality, the President of the United States shall appoint three commissioners to examine the same and report to him in relation thereto; and if it shall appear to him that forty consecutive miles of said railroad and telegraph line have been completed and equipped in all respects as required by this act, then, upon certificate of said commissioners to that effect, patents shall issue conveying the right and title to said lands to said company, on each side of the road as far as the same is completed, to the amount aforesaid; and patents shall in like manner issue as each forty miles of said railroad and telegraph line are completed, upon certificate of said commissioners. Any vacancies occurring in said board of commissioners by death, resignation, or otherwise, shall be filled by the President of the United States: *Provided, however*, That no such commissioners shall be appointed by the President of the United States unless there shall be presented to him a statement, verified on oath by the president of said company, that such forty miles have been completed, in the manner required by this act, and setting forth with certainty the points where such forty miles begin and where the same end; which oath shall be taken before a judge of a court of record.

On completion
of forty miles
changed to
TWENTY by sec.
6, 1864. U. S.
commissioners to
examine.

Patents of land
to issue on com-
pletion of 40
miles changed to
20. Sec. 6, 1864.

Vacancies in
comm'rs. See
sec. 6, act of 1864.

SEC. 5. *And be it further enacted*, That for the purposes herein mentioned the Secretary of the Treasury shall, upon the certificate in writing of said commissioners of the completion and equipment of forty consecutive miles of said railroad and telegraph, in accordance with the provisions of this act, issue to said company bonds of the United States of one thousand dollars each, payable in thirty years after date, bearing six per centum per annum interest (said interest payable semi-annually), which interest may be paid in United States treasury notes or any other money or currency which the United States have or shall declare lawful money and a legal tender, to the amount of sixteen of said bonds per mile for such section of forty miles; and to secure the repayment to the United States, as hereinafter provided, of the amount of said bonds so issued and delivered to said company, together with all interest thereon which shall have been paid by the United States, the issue of said bonds and delivery to the company shall *ipso facto* constitute a first mortgage on the whole line of the railroad and telegraph, together with the rolling stock, fixtures and property of every kind and description, and in consideration of which said bonds may be issued; and on the refusal or failure of said company to redeem said bonds, or any part of them, when required so to do by the Secretary of the Treasury, in accordance with the provisions of this act, the said road, with all the rights, functions, immunities, and appurtenances thereunto belonging, and also all lands granted to the said company by the United States, which, at the time of said default, shall remain in the ownership of the said company, may be taken possession of by the Secretary of the Treasury, for the use and benefit of the United

Government
bonds. See secs.
8 and 10, act 1864.
Now 20 miles.
Sec. 10, 1864.

See sec. 11 of
this act, for 32,-
000 and \$48,000
per mile.

Lien of U. S.
bonds made sub-
ordinate. See
sec. 10, act of
1864.

See sec. 10, act
1864.

States: *Provided*, This section shall not apply to that part of any road now constructed.

Modified. See
sec. 5, act of 1864.
Bonds, when
and how paid.

Fair and rea-
sonable rates of
compensation.

Government
transportation —
half to be paid in
cash. See sec. 5,
act of 1864.

Five per cent.
net earnings.

Assent of com-
pany to be filed,
&c.

Time of com-
pletion extended.
See sec. 5, 1864.

See sec. 4, act
1864. Map, &c.,
designating route
to be filed, &c.

Lands designa-
ted, &c.

From 100th me-
ridian to Nevada.

See sec. 10 of
this act.

Kansas Co. to
construct road,
&c.

SEC. 6. *And be it further enacted*, That the grants aforesaid are made upon condition that said company shall pay said bonds at maturity, and shall keep said railroad and telegraph line in repair and use, and shall at all times transmit dispatches over said telegraph line, and transport mails, troops, and munitions of war, supplies, and public stores upon said railroad for the Government, whenever required to do so by any department thereof, and that the Government shall at all times have the preference in the use of the same for all the purposes aforesaid, (at fair and reasonable rates of compensation, not to exceed the amounts paid by private parties for the same kind of service;) and all compensation for services rendered for the Government shall be applied to the payment of said bonds and interest until the whole amount is fully paid. Said company may also pay the United States, wholly or in part, in the same or other bonds, treasury notes, or other evidences of debt against the United States, to be allowed at par; and after said road is completed, until said bonds and interest are paid, at least five per centum of the net earnings of said road shall also be annually applied to the payment hereof.

SEC. 7. *And be it further enacted*, That said company shall file their assent to this act, under the seal of said company, in the Department of the Interior, within one year after the passage of this act, and shall complete said railroad and telegraph from the point of beginning as herein provided, to the western boundary of Nevada territory before the first day of July, one thousand eight hundred and seventy-four: *Provided*, That within two years after the passage of this act said company shall designate the general route of said road, as near as may be, and shall file a map of the same in the Department of the Interior, whereupon the Secretary of the Interior shall cause the lands within fifteen miles of said designated route or routes to be withdrawn from pre-emption, private entry, and sale; and when any portion of said route shall be finally located, the Secretary of the Interior shall cause the said lands hereinbefore granted to be surveyed and set off as fast as may be necessary for the purposes herein named: *Provided*, That in fixing the point of connection of the main trunk with the eastern connections, it shall be fixed at the most practicable point for the construction of the Iowa and Missouri branches, as hereinafter provided.

SEC. 8. *And be it further enacted*, That the line of said railroad and telegraph shall commence at a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican River and the north margin of the valley of the Platte River, in the territory of Nebraska, at a point to be fixed by the President of the United States, after actual surveys; thence running westerly upon the most direct, central, and practicable route, through the territories of the United States, to the western boundary of the territory of Nevada, there to meet and connect with the line of the Central Pacific Railroad Company of California.

SEC. 9. *And be it further enacted*, That the Leavenworth, Pawnee and Western Railroad Company of Kansas are hereby authorized to construct a railroad and telegraph line, from the Missouri River, at the mouth of the Kansas River, on the south side thereof, so as to connect with the Pacific Railroad of Missouri, the aforesaid point, on the one hundredth meridian of longitude west from Greenwich, as herein provided, upon the same terms and conditions in all respects as are provided in this act for the construction of the railroad and telegraph line first mentioned, and to meet and connect with the same at the meridian of longitude aforesaid; and in case the general route or line of road from the Missouri River to the Rocky Mountains should be so located as to require a departure northwardly from the proposed line of said Kansas Railroad before it reaches the meridian of longitude aforesaid, the location of said Kansas road shall be made so as to conform thereto; and said railroad through Kansas shall be so located between the mouth of the Kansas River, as aforesaid, and the aforesaid point, on the one hundredth meridian of longitude, that the several railroads from Missouri and Iowa, herein authorized to connect with the same, can make connection within the limits prescribed in this act, provided the same can be done without deviating from the general direction of the whole line to the Pacific coast. The route in Kansas, west of the meridian of Fort Riley, to the aforesaid point, on the one hundredth meridian of

longitude, to be subject to the approval of the President of the United States, and to be determined by him on actual survey. And said Kansas company may proceed to build said railroad to the aforesaid point, on the one hundredth meridian of longitude west from Greenwich, in the territory of Nebraska. The Central Pacific Railroad Company of California, a corporation existing under the laws of the State of California, are hereby authorized to construct a railroad and telegraph line from the Pacific coast, at or near San Francisco, or the navigable waters of the Sacramento River to the eastern boundary of California, upon the same terms and conditions, in all respects, as are contained in this act for the construction of said railroad and telegraph line first mentioned, and to meet and connect with the first-mentioned railroad and telegraph line on the eastern boundary of California. Each of said companies shall file their acceptance of the conditions of this act in the Department of the Interior within six months after the passage of this act.

Central Pacific R. R. Co., of California, authorized to construct road on same terms and conditions.

SEC. 10. *And be it further enacted*, That the said company chartered by the State of Kansas shall complete one hundred miles of their said road, commencing at the mouth of the Kansas River aforesaid, within two years after filing their assent to the conditions of this act, as herein provided, and one hundred miles per year thereafter until the whole is completed; and the said Central Pacific Railroad Company of California shall complete fifty miles of their said road within two years after filing their assent to the provisions of this act, as herein provided, and fifty miles per year thereafter until the whole is completed; and after completing their roads respectively, said companies, or either of them, may unite upon equal terms with the first-named company in constructing so much of said railroad and telegraph line and branch railroads and telegraph lines in this act hereinafter mentioned, through the territories from the State of California to the Missouri River, as shall then remain to be constructed, on the same terms and conditions as provided in this act in relation to the said Union Pacific Railroad Company. And the Hannibal and Saint Joseph Railroad, the Pacific Railroad Company of Missouri, and the first-named company, or either of them, on filing their assent to this act, as aforesaid, may unite upon equal terms, under this act, with the said Kansas company, in constructing said railroad and telegraph, to said meridian of longitude, with the consent of the said State of Kansas; and in case said first-named company shall complete their line to the eastern boundary of California before it is completed across said State by the Central Pacific Railroad Company of California, said first-named company is hereby authorized to continue in constructing the same through California, with the consent of said State, upon the terms mentioned in this act, until said roads shall meet and connect, and the whole line of said railroad and telegraph is completed; and the Central Pacific Railroad Company of California, after completing its road across said State, is authorized to continue the construction of said railroad and telegraph through the Territories of the United States* to the Missouri River, including the branch roads specified in this act, upon the routes hereinbefore and hereinafter indicated, on the terms and conditions provided in this act in relation to the said Union Pacific Railway Company, until said roads shall meet and connect, and the whole line of said railroad and branches and telegraph is completed.

Time of doing work, &c.

Changed to 25 miles. See sec. 5, act 1864.

Companies may unite in building on equal terms. Sec. 16, 1864, also sec. 16 of this act.

Central Pacific R. R. Co. may continue, &c., to meet other road.

Authority confirmed. See sec. 16, act of 1864, last clause. Also sec. 2, 1866.

SEC. 11. *And be it further enacted*, That for three hundred miles of said road most mountainous and difficult of construction, to wit: one hundred and fifty miles westwardly from the eastern base of the Rocky Mountains, and one hundred and fifty miles eastwardly from the western base of the Sierra Nevada Mountains, said points to be fixed by the President of the United States, the bonds to be issued to aid in the construction thereof shall be treble the number per mile hereinbefore provided, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof, upon the certificate of the commissioners as aforesaid that twenty consecutive miles of the same are completed; and between the sections last named of one hundred and fifty miles each, the bonds to be issued to aid in the construction thereof shall be double the number per mile first mentioned, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof, upon

Subsidy bonds treble over the Rocky and Sierra Nevada Mountains.

Modified. Sec. 8, 1864.

Subsidy bonds double between the mountains.

* See section 6, act of July 2, 1864. The words "and States intervening" inserted.

the certificate of the commissioners as aforesaid that twenty consecutive miles of the same are completed: *Provided*, That no more than fifty thousand of said bonds shall be issued under this act to aid in constructing the main line of said railroad and telegraph.

Location at
State lines and
100 meridian.

Track to be of
uniform width,
&c.

To be used as
continuous line,
&c.

H. & St. J.
road may be ex-
tended etc.

Iowa road from
western bound-
ary of Iowa.

SEC. 12. *And be it further enacted*, That whenever the route of said railroad shall cross the boundary of any State or Territory, or said meridian of longitude, the two companies meeting or uniting there shall agree upon its location at that point, with reference to the most direct and practicable through route, and in case of difference between them as to said location the President of the United States shall determine the said location; the companies named in each State and Territory to locate the road across the same between the points so agreed upon, except as herein provided. The track upon the entire line of railroad and branches shall be of uniform width, to be determined by the President of the United States, so that, when completed, cars can be run from the Missouri River to the Pacific Coast; the grades and curves shall not exceed the maximum grades and curves of the Baltimore and Ohio Railroad; the whole line of said railroad and branches and telegraph shall be operated and used for all purposes of communication, travel, and transportation, so far as the public and Government are concerned, as one connected, continuous line; and the companies herein named in Missouri, Kansas, and California, filing their assent to the provisions of this act, shall receive and transport all iron rails, chairs, spikes, ties, timber, and all materials required for constructing and furnishing said first-mentioned line between the aforesaid point, on the one hundredth meridian of longitude and western boundary of Nevada territory, whenever the same is required by said first-named company, at cost, over that portion of the roads of said companies constructed under the provisions of this act.

SEC. 13. *And be it further enacted*, That the Hannibal and Saint Joseph Railroad Company of Missouri may extend its roads from Saint Joseph via Atchison, to connect and unite with the road through Kansas, upon filing its assent to the provisions of this act, upon the same terms and conditions, in all respects, for one hundred miles in length next to the Missouri River, as are provided in this act for the construction of the railroad and telegraph line first mentioned, and may for this purpose use any railroad charter which has been or may be granted by the legislature of Kansas: *Provided*, That if actual survey shall render it desirable, the said company may construct their road, with the consent of the Kansas legislature, on the most direct and practicable route west from Saint Joseph, Missouri, so as to connect and unite with the road leading from the western boundary of Iowa at any point east of the one hundredth meridian of west longitude, or with the main trunk road at said point; but in no event shall lands or bonds be given to said company, as herein directed, to aid in the construction of their said road for a greater distance than one hundred miles. And the Leavenworth, Pawnee, and Western Railroad Company of Kansas may construct their road from Leavenworth to unite with the road through Kansas.

SEC. 14. *And be it further enacted*, That the said Union Pacific Railroad Company is hereby authorized and required to construct a single line of railroad and telegraph from a point on the western boundary of the State of Iowa, to be fixed by the President of the United States, upon the most direct and practicable route, to be subject to his approval, so as to form a connection with the lines of said company at some point on the one hundredth meridian of longitude aforesaid, from the point of commencement on the western boundary of the State of Iowa, upon the same terms and conditions, in all respects, as are contained in this act for the construction of the said railroad and telegraph first mentioned; and the said Union Pacific Railroad Company shall complete one hundred miles of the road and telegraph in this section provided for, in two years after filing their assent to the conditions of this act, as by the terms of this act required, and at the rate of one hundred miles per year thereafter, until the whole is completed: *Provided*, That a failure upon the part of said company to make said connection in the time aforesaid, and to perform the obligations imposed on said company by this section and to operate said road in the same manner as the main line shall be operated, shall forfeit to the Government of the United States all the rights, privileges, and franchises granted to and conferred upon said company by this act. And

whenever there shall be a line of railroad completed through Minnesota or Iowa to Sioux City, then the said Pacific Railroad Company is hereby authorized and required to construct a railroad and telegraph from said Sioux City upon the most direct and practicable route to a point on, and so as to connect with, the branch railroad and telegraph in this section hereinbefore mentioned, or with the said Union Pacific Railroad, said point of junction to be fixed by the President of the United States, not further west than the one hundredth meridian of longitude aforesaid, and on the same terms and conditions as provided in this act for the construction of the Union Pacific Railroad as aforesaid, and to complete the same at the rate of one hundred miles per year; and should said company fail to comply with the requirements or this act in relation to the said Sioux City railroad and telegraph, the said company shall suffer the same forfeitures prescribed in relation to the Iowa branch railroad and telegraph hereinbefore mentioned.

U. P. R. R. Co. required to construct Sioux City road. Sec. 17, act of 1864.

SEC. 15. *And be it further enacted*, That any other railroad company now incorporated, or hereafter to be incorporated, shall have the right to connect their road with the road and branches provided for by this act, at such places and upon such just and equitable terms as the President of the United States may prescribe. Wherever the word company is used in this act it shall be construed to embrace the words their associates, successors, and assigns the same as if the words had been properly added thereto.

Other companies may connect, &c.

Word company explained.

SEC. 16. *And be it further enacted*, That at any time after the passage of this act all of the railroad companies named herein, and assenting hereto, or any two or more of them, are authorized to form themselves into one consolidated company; notice of such consolidation, in writing, shall be filed in the Department of the Interior, and such consolidated company shall thereafter proceed to construct said railroad and branches and telegraph line upon the terms and conditions provided in this act.

Companies authorized to consolidate. See sec. 16, act of 1864. Also sec. 10 of this act.

SEC. 17. *And be it further enacted*, That in case said company or companies shall fail to comply with the terms and conditions of this act, by not completing said road and telegraph and branches within a reasonable time, or by not keeping the same in repair and use, but shall permit the same, for an unreasonable time, to remain unfinished, or out of repair and unfit for use, Congress may pass any act to insure the speedy completion of said road and branches, or put the same in repair and use, and may direct the income of said railroad and telegraph line to be thereafter devoted to the use of the United States, to repay all such expenditures caused by the default and neglect of such company or companies: *Provided*, That if said roads are not completed, so as to form a continuous line of railroad, ready for use, from the Missouri River to the navigable waters of the Sacramento River, in California, by the first day of July, eighteen hundred and seventy-six, the whole of all of said railroads before mentioned and to be constructed under the provisions of this act, together with all their furniture, fixtures, rolling stock, machine shops, lands, tenements, and hereditaments, and property of every kind and character, shall be forfeited to and be taken possession of by the United States: *Provided*, That of the bonds of the United States in this act provided to be delivered for any and all parts of the roads to be constructed east of the one hundredth meridian of west longitude from Greenwich, and for any part of the road west of the west foot of the Sierra Nevada Mountain [s], there shall be reserved of each part and instalment, twenty-five per centum, to be and remain in the United States Treasury, undelivered, until said road and all parts thereof provided for in this act are entirely completed; and of all the bonds provided to be delivered for the said road, between the two points aforesaid, there shall be reserved out of each instalment fifteen per centum, to be and remain in the Treasury until the whole of the road provided for in this act is fully completed; and if the said road or any part thereof shall fail of completion at the time limited therefor in this act, then and in that case the said part of said bonds so reserved shall be forfeited to the United States.

Congress may compel speedy completion of road.

Main lines to be finished in 1876. See sec. 5 and 7, act of 1864.

Repealed. See sec. 7, act of 1864.

SEC. 18. *And be it further enacted*, That whenever it appears that the net earning of the entire road and telegraph, including the amount allowed for services rendered for the United States, after deducting all expenditures, including repairs, and the furnishing, running, and managing of said road, shall exceed ten per centum upon its cost, exclusive

Under certain Circumstances Congress may reduce rates of fare. of the five per centum to be paid to the United States, Congress may reduce the rates of fare thereon, if unreasonable in amount, and may fix and establish the same by law. And the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the Government at all times (but particularly in time of war) the use and benefits of the same for postal, military, and other purposes, Congress, may at any time, having due regard for the rights of said companies named herein, add to, alter, amend, or repeal this act.

May arrange with telegraph companies now existing.

See sec. 15, act of 1864.

Companies to make annual report.

This section repealed (20 Stat., 169).

SEC. 19. *And be it further enacted*, That the several railroad companies herein named are authorized to enter into an arrangement with the Pacific Telegraph Company, the Overland Telegraph Company, and the California State Telegraph Company, so that the present line of telegraph between the Missouri River and San Francisco may be moved upon or along the line of said railroad and branches as fast as said roads and branches are built; and if said arrangement be entered into, and the transfer of said telegraph line be made in accordance therewith to the line of said railroad and branches, such transfer shall, for all purpose of this act, be held and considered a fulfilment on the part of said railroad companies of the provisions of this act in regard to the construction of said lines of telegraph. And, in case of disagreement, said telegraph companies are authorized to remove their line of telegraph along and upon the line of railroad herein contemplated without prejudice to the rights of said railroad companies named herein.

SEC. 20. *And be it further enacted*, That the corporation hereby created and the roads connected therewith, under the provisions of this act, shall make to the Secretary of the Treasury an annual report wherein shall be set forth—

First. The names of the stockholders and their places of residence, so far as the same can be ascertained;

Second. The names and residences of the directors, and all other officers of the company;

Third. The amount of stock subscribed, and the amount thereof actually paid in;

Fourth. A description of the lines of road surveyed, of the lines thereof fixed upon for the construction of the road, and the cost of such survey.

Fifth. The amount received from passengers on the road;

Sixth. The amount received for freight thereon;

Seventh. A statement of the expense of said road and its fixtures;

Eighth. A statement of the indebtedness of said company, setting forth the various kinds thereof. Which report shall be sworn to by the president of the said company, and shall be presented to the Secretary of the Treasury on or before the first day of July in each year.

ACT OF JULY 12, 1862.

12 Stat., 538.

AN ACT to amend an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved, July 1, 1862.

First meeting of commissioners on Pacific Railroad and Telegraph to be held at Chicago.

Notice.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first meeting of the commissioners named in the act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of same for postal, military, and other purposes," approved July first, eighteen hundred and sixty-two, and of the five commissioners directed by said act to be appointed by the Secretary of the Interior, shall be held at Bryan Hall, in the city of Chicago, in the State of Illinois, on the first Tuesday in September next, at twelve o'clock, at noon. A notice of said meeting, to be signed by at least ten of the commissioners named in said act, shall be published at least once a week during the six successive weeks commencing on the twentieth of July, one thousand eight hundred and sixty-two, in one daily newspaper in each of the cities of Boston, New York, Philadelphia, Cincinnati, Chicago, and St. Louis, and no other notice of said meeting shall be requisite.

AMENDMENT OF JULY 2, 1864.

AN ACT to amend an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July 1, 1862. 13 Stat., 356.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the capital stock of the company entitled the Union Pacific Railroad Company, authorized by the act of which this act is amendatory, shall be in shares of one hundred dollars, instead of one thousand dollars, each; that the number of shares shall be one million, instead of one hundred thousand; and that the number of shares which any person shall hold to entitle him to serve as a director in said company (except the five directors to be appointed by the Government) shall be fifty shares instead of five shares; and that every subscriber to said capital stock for each share of one thousand dollars, heretofore subscribed, shall be entitled to a certificate for ten shares for one hundred dollars each; and that the following words in section first of said act, "which shall be subscribed for and held in not more than two hundred shares by any one person," be, and the same are hereby, repealed. Shares of Union Pacific Railroad Company changed from \$1,000 to \$100. Ownership of stock by directors. See sec. 1, act 1862.

SEC. 2. *And be it further enacted,* That the Union Pacific Railroad Company shall cause books to be kept open to receive subscriptions to the capital stock of said company, (until the entire capital of one hundred millions of dollars shall be subscribed), at the general office of said company in the city of New York, and in each of the cities of Boston, Philadelphia, Baltimore, Chicago, Cincinnati, and Saint Louis, at such places as may be designated by the President of the United States, and in such other localities as may be directed by him. No subscription for said stock shall be deemed valid unless the subscriber therefor shall, at the time of subscribing, pay or remit to the treasurer of the company an amount per share subscribed by him equal to the amount per share previously paid by the then existing stockholders. The said company shall make assessments upon its stockholders of not less than five dollars per share, and at intervals of not exceeding six months from and after the passage of this act, until the par value of all shares subscribed shall be fully paid; and money only shall be receivable for any such assessment, or as an equivalent for any portion of the capital stock hereinbefore authorized. The capital stock of said company shall not be increased beyond the actual cost of said road. And the stock of the company shall be deemed personal property, and shall be transferable on the books of the company, at the general office of said company in the city of New York, or at such other transfer office as the company may establish. Books to be kept open in several cities. See sec. 1, 1862. Per cent. to be paid. Assessments of stockholder. How paid. Amount of capital. Stock personal property.

SEC. 3. *And be it further enacted,* That the Union Pacific Railroad Company, and all other companies provided for in this act and the act to which this is an amendment, be, and hereby are empowered to enter upon, purchase, take, and hold any lands or premises that may be necessary and proper for the construction and working of said road, not exceeding in width one hundred feet on each side of its center line, unless a greater width be required for the purpose of excavation or embankment; and also any lands or premises that may be necessary and proper for turnouts, standing places for cars, depots, station-house[s], or any other structures required in the construction and operating of said road. And each of said companies shall have the right to cut and remove trees or other materials that might by falling encumber its road-bed, though standing or being more than one hundred feet therefrom. And in case the owner or claimant of such lands or premises and such company can not agree as to the damages, the amount shall be determined by the appraisal of three disinterested commissioners, who may be appointed upon application by any party to any judge of a court of record in any of the territories in which the lands or premises to be taken lie; and said commissioners, in their assessments of damages, shall appraise such premises at what would have been the value thereof if the road had not been built; and upon return into court of such appraisement, and upon the payment to the clerk thereof of the amount so awarded by the commissioners for the use and benefit of the owner thereof, said premises shall be deemed to be taken by said company, which shall thereby acquire full title to the same for the purposes Additional right of way granted. See sec. 2, 1862. Assessment of damages. Payment and title.

- Appeal.** aforesaid. And either party feeling aggrieved by said assessment may, within thirty days, file an appeal therefrom, and demand a jury of twelve men to estimate the damage sustained; but such appeal shall not interfere with the rights of said company to enter upon the premises taken, or to do any act necessary in the construction of its road.
- Bonds on appeal.** And said party appealing shall give bonds with sufficient surety or sureties, for the payment of any costs that may arise upon such appeal. And in case the party appealing does not obtain a more favorable verdict, such party shall pay the whole cost incurred by the appellee, as well as its own. And the payment into court for the use of the owner or claimant, of a sum equal to that finally awarded shall be held to vest in said company the title of said land, and the right to use and occupy the same for the construction, maintaining, and operating of the road of said company. And in case any of the lands to be taken as aforesaid shall be held by any person residing without the territory, or subject to any legal disability, the court may appoint a proper person who shall give bonds with sufficient surety or sureties, for the faithful execution of his trust, and who may represent in court the person disqualified or absent as aforesaid, when the same proceedings shall be had in reference to the appraisement of the premises to be taken, and with the same effect as have been already described. And the title of the company to the land taken by virtue of this act shall not be affected nor impaired by reason of any failure by any guardian to discharge faithfully his trust. And in case it shall be necessary for either of the said companies to enter upon lands which are unoccupied, and of which there is no apparent owner or claimant, it may proceed to take and use the same for the purpose of its said railroad, and may institute proceedings in manner described for the purpose of ascertaining the value of, and acquiring a title to, the same, and the court may determine the kind of notice to be served on such owner or owners, and may in its discretion appoint an agent or guardian to represent such owner or owners in case of his or their incapacity or non-appearance. But in case no claimant shall appear within six years from the time of the opening of said road across any land, all claim to damages against said company shall be barred. It shall be competent for the legal guardian of any infant, or any other person under guardianship, to agree with the proper company as to damages sustained by reason of the taking of any lands of any such person under disability, as aforesaid, for the use as aforesaid; and upon such agreement being made, and approved by the court having supervision of the official acts of said guardian, the said guardian shall have full power to make and execute a conveyance thereof to the said company which shall vest the title thereto in the said company.
- Costs of appeal.**
- Title after appeal.**
- Absentees and infants.**
- Unoccupied lands, how acquired.**
- Damages, how disposed of.**
- Sec. 3, 1862, amended, doubling grant of land.** SEC. 4. *And be it further enacted,* That section three of said act be hereby amended by striking out the word "five," where the same occurs in said section, and by inserting in lieu thereof the word "ten;" and by striking out the word "ten," where the same occurs in said section, and by inserting in lieu thereof the word "twenty." And section seven of said act is hereby amended by striking out the word "fifteen," where the same occurs in said section, and inserting in lieu thereof the word "twenty-five." And the term "mineral land," wherever the same occurs in this act, and the act to which this is an amendment, shall not be construed to include coal and iron land. And any lands granted by this act, or the act to which this is an amendment, shall not defeat or impair any pre-emption, homestead, swamp land, or other lawful claim, nor include any government reservation or mineral lands, or the improvements of any bona fide settler, or any lands returned and denominated as mineral lands, and the timber necessary to support his said improvement as a miner or agriculturist, to be ascertained under such rules as have been or may be established by the Commissioner of the General Land Office, in conformity with the provisions of the pre-emption laws: *Provided,* That the quantity thus exempted by the operation of this act, and the act to which this act is an amendment, shall not exceed one hundred and sixty acres for each settler who claims as an agriculturist, and such quantity for each settler who claims as a miner, as the said Commissioner may establish by general regulation: *Provided, also,* That the phrase, "but where the same shall contain timber, the timber thereon is hereby granted to said company," in the proviso to said section three, shall not apply to the timber growing or being on any land farther than ten miles from
- Sec. 7, 1862, amended, withdrawing land from sale.**
- Coal and iron not minerals.**
- Certain lands not to be granted.**
- 160 acres only exempted.**
- Timber to be company's. Sec. 8, 1862.**

the center line of any one of said roads or branches mentioned in said act, or in this act. And all lands shall be excluded from the operation of this act, and of the act to which this act is an amendment, which were located, or selected to be located, under the provisions of an act entitled "An act donating lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts," approved July second, eighteen hundred and sixty-two, and notice thereof given at the proper land office.

Other lands exempted.

SEC. 5. *And be it further enacted*, That the time for designating the general route of said railroad, and of filing the map of the same, and the time for the completion of that part of the railroads required by the terms of said act of each company, be, and the same is hereby, extended one year from the time in said act designated; and that the Central Pacific Railroad Company of California shall be required to complete twenty-five miles of their said road in each year thereafter, and the whole to the State line within four years, and that only one-half of the compensation for services rendered for the Government by said companies shall be required to be applied to the payment of the bonds issued by the Government in aid of the construction of said roads.

Time extended one year. Secs. 7 and 17, 1862, amended.

Twenty-five miles per year changed from 50. Sec. 10, 1862. Four years to State line.

Government to pay one-half for services.

SEC. 6. *And be it further enacted*, That the proviso to section four of said act is hereby modified as follows, viz: And the President of the United States is hereby authorized, at any time after the passage of this act, to appoint for each and every of said roads three commissioners, as provided for in the act to which this is amendatory; and the verified statement of the president of the California company, required by said section four, shall be filed in the office of the United States surveyor-general for the State of California, instead of being presented to the President of the United States; and the said surveyor-general shall thereupon notify the said commissioners of the filing of such statement, and the said commissioners shall thereupon proceed to examine the portion of said railroad and telegraph line so completed, and make their report thereon to the President of the United States, as provided by the act to which this is amendatory. And such statement may be filed, and such railroad and telegraph line be examined and reported on by the said commissioners, and the requisite amount of bonds may be issued and the lands appertaining thereto may be set apart, located, entered, and patented, as provided in this act and the act to which this is amendatory, upon the construction by said railroad company of California of any portion of not less than twenty consecutive miles of their said railroad and telegraph line, upon the certificate of said commissioners that such portion is completed as required by the act to which this is amendatory. And section ten of the act of which this is amendatory is hereby amended by inserting after the words "United States," in the last clause, the words "and States intervening."

Sec. 4, 1862, modified, three commissioners, &c.

Affidavit, &c., of C. P. R. Co. to be filed in California.

Lands patented. See sec. 4, 1862. Also sec. 21, this act.

Sec. 10, 1862, amended.

SEC. 7. *And be it further enacted*, That so much of section seventeen of said act as provides for a reservation by the government of a portion of the bonds to be issued to aid in the construction of the said railroads is hereby repealed. And the failure of any one company to comply fully with the conditions and requirements of this act, and the act to which this is amendatory, shall not work a forfeiture of the rights, privileges, or franchises of any other company or companies that shall have complied with the same.

Reservation of bonds by sec. 17, 1862, repealed.

Failure of one company not to affect others. Sec. 17, 1862, altered.

SEC. 8. *And be it further enacted*, That for the purpose of facilitating the work on said railroad, and of enabling the said company as early as practicable to commence the grading of said railroad in the region of the mountains, between the eastern base of the Rocky Mountains and the western base of the Sierra Nevada Mountains, so that the same may be finally completed within the time required by law, it is hereby provided that whenever the chief engineer of the said company, and said commissioners, shall certify that a certain proportion of the work required to prepare the road for the superstructure on any such section of twenty miles is done (which said certificate shall be duly verified), the Secretary of the Treasury is hereby authorized and required, upon the delivery of such certificate, to issue to said company a proportion of said bonds, not exceeding two-thirds of the amount of bonds authorized to be issued under the provisions of the act, to aid in the construction of such section of twenty miles, nor in any case exceeding two-thirds of the value of the work done, the remaining one-third to remain until the said section is fully completed and certified by the commissioners appointed by the President, according to the terms and provisions of

Partial issue of bonds on uncompleted work.

Sec. 11, 1863 modified.

Two-thirds on graded portions. See sec. 6 of this act.

U. P. R. R. Co. the said act; and no such bonds shall issue to the Union Pacific Railroad Company for work done west of Salt Lake City under this section, more than three hundred miles in advance of the completed continuous line of said railroad from the point of beginning on the one hundredth meridian of longitude.

Ferries and bridges.

SEC. 9. *And be it further enacted*, That to enable any one of said corporations to make convenient and necessary connections with other roads, it is hereby authorized to establish and maintain all necessary ferries upon and across the Missouri River and other rivers which its road may pass in its course; and authority is hereby given said corporation to construct bridges over said Missouri River and all other rivers for the convenience of said road: *Provided*, That any bridge or bridges it may construct over the Missouri River, or any other navigable river on the line of said road, shall be constructed with suitable and proper draws for the passage of steamboats, and shall be built, kept, and maintained, at the expense of said company, in such manner as not to impair the usefulness of said rivers for navigation to any greater extent than such structures of the most approved character necessarily do: *And provided, further*, That any company authorized by this act to construct its road and telegraph line from the Missouri River to the initial point aforesaid, may construct its road and telegraph line so as to connect with the Union Pacific Railroad at any point westwardly of such initial point, in case such company shall deem such westward connection more practicable or desirable; and in aid of the construction of so much of its road and telegraph line as shall be a departure from the route hereinbefore provided for its road, such company shall be entitled to all the benefits, and be subject to all the conditions and restrictions, of this act: *Provided, further, however*, That the bonds of the United States shall not be issued to such company for a greater amount than is hereinbefore provided, if the same had united with the Union Pacific Railroad on the 100th degree of longitude; nor shall such company be entitled to receive any greater amount of alternate sections of public lands than are also herein provided.

Roads may connect west of initial point.

No increased amount of bonds, &c.

First-mortgage bonds may have lien prior to government.

Sec. 5, 1862, modified.

See sec. 1, act of 1865.

Lien of U. S. bonds to be subordinate, &c.

20 miles instead of 40 miles, as in sec. 5, act of 1862.

Provision for bonds already issued by any companies.

Affidavit of amount of outstanding company bonds.

SEC. 10. *And be it further enacted*, That section five of said act be so modified and amended that the Union Pacific Railroad Company, the Central Pacific Railroad Company, and any other company authorized to participate in the construction of said road, may, on the completion of each section of said road, as provided in this act and the act to which this act is an amendment, issue their first-mortgage bonds on their respective railroad and telegraph lines to an amount not exceeding the amount of the bonds of the United States, and of even tenor and date, time of maturity, rate and character of interest with the bonds authorized to be issued to said railroad companies respectively. And the lien of the United States bonds shall be subordinate to that of the bonds of any or either of said companies hereby authorized to be issued on their respective roads, property, and equipments, except as to the provisions of the sixth section of the act to which this act is an amendment, relating to the transmission of dispatches and the transportation of mails, troops, munitions of war, supplies, and public stores for the Government of the United States. And said section is further amended by striking out the word "forty," and inserting in lieu thereof the word "on each and every section of not less than twenty."

SEC. 11. *And be it further enacted*, That if any of the railroad companies entitled to bonds of the United States, or to issue their first-mortgage bonds herein provided for, has, at the time of the approval of this act, issued, or shall thereafter issue, any of its own bonds or securities in such form or manner as in law or equity to entitle the same to priority or preference of payment to the said guaranteed bonds, or said first-mortgage bonds, the amount of such corporate bonds outstanding and unsatisfied, or uncanceled, shall be deducted from the amount of such government and first-mortgage bonds which the company may be entitled to receive and issue; and such an amount only of such government bonds and such first-mortgage bonds shall be granted or permitted, as added to such outstanding, unsatisfied, or uncanceled bonds of the company shall make up the whole amount per mile to which the company would otherwise have been entitled: *And provided, further*, That before any bonds shall be so given by the United States, the company claiming them shall present to the Secretary of the Treasury an affidavit of the president and secretary of the company, to be sworn to before the judge of a court of record, setting forth whether said company has

issued any such bonds or securities, and, if so, particularly describing the same, and such other evidence as the secretary may require, so as to enable him to make the deduction herein required; and such affidavit shall then be filed and deposited in the office of the Secretary of the Interior. And any person swearing falsely to any such affidavit, shall be deemed guilty of perjury, and, on conviction thereof, shall be punished as aforesaid: *Provided, also,* That no land granted by this act shall be conveyed to any party or parties, and no bonds shall be issued to any company or companies, party or parties, on account of any road or part thereof, made prior to the passage of the act to which this act is an amendment, or made subsequent thereto under the provisions of any act or acts other than this act, and the act amended by this act.

No land or bonds to go to any co. on road made prior to act of 1862.

SEC. 12. *And be it further enacted,* That the Leavenworth, Pawnee, and Western Railroad Company, now known as the Union Pacific Railroad Company, eastern division, shall build the railroad from the mouth of Kansas River, by the way of Leavenworth, or, if that be not deemed the best route, then the said company shall, within two years, build a railroad from the city of Leavenworth to unite with the main stem at or near the city of Lawrence; but to aid in the construction of said branch the said company shall not be entitled to any bonds. And if the Union Pacific Railroad Company shall not be proceeding in good faith to build the said railroad through the Territories when the Leavenworth, Pawnee, and Western Railroad Company, now known as the Union Pacific Railroad Company, eastern division, shall have completed their road to the hundredth degree of longitude, then the last named company may proceed to make said road westward until it meets and connects with the Central Pacific Railroad Company on the same line. And the said railroad from the mouth of Kansas River, to one hundredth meridian of longitude shall be made by the way of Lawrence and Topeka, or on the bank of the Kansas River, opposite said towns: *Provided,* That no bonds shall be issued or lands certified by the United States to any person or company for the construction of any part of the main trunk line of said railroad west of the one hundredth meridian of longitude and east of the Rocky Mountains, until said road shall be completed from or near Omaha, on the Missouri River, to the said one hundredth meridian of longitude.

Leavenworth and Lawrence roads, no bonds.

If built to 100th meridian, may proceed in default of U. P. R. R.

By way of Lawrence and Topeka, or opposite to 100th meridian. West of that line no bonds shall be issued, &c.

SEC. 13. *And be it further enacted,* That at and after the next election of directors, the number of directors to be elected by the stockholders shall be fifteen; and the number of directors to be appointed by the President shall be five; and the President shall appoint three additional directors to serve until the next regular election, and thereafter five directors. At least one of said Government directors shall be placed on each of the standing committees of said company and at least one on every special committee that may be appointed. The Government directors shall, from time to time, report to the Secretary of the Interior, in answer to any inquiries he may make of them, touching the condition, management, and progress of the work, and shall communicate to the Secretary of the Interior, at any time, such information as should be in the possession of the Department. They shall, as often as may be necessary to a full knowledge of the condition and management of the line, visit all portions of the line of road, whether built or surveyed; and, while absent from home, attending to their duties as directors, shall be paid their actual traveling expenses, and be allowed and paid such reasonable compensation for their time actually employed as the board of directors may decide.

Directors, 15; Government directors, 5. Sec. 1, 1862, modified.

One Government director on committees. Government directors to report, &c.

To visit road, &c.

SEC. 14. *And be it further enacted,* That the next election for directors of said railroad shall be held on the first Wednesday of October next at the office of said company in the city of New York, between the hours of 10 o'clock a. m. and four o'clock p. m. of said day; and all subsequent regular elections shall be held annually thereafter at the same place; and the directors shall hold their office for one year, and until their successors qualified.

Directors, when elected and where—(Sec. 1, 1862), for one year.

SEC. 15. *And be it further enacted,* That the several companies authorized to construct the aforesaid roads are hereby required to operate and use said roads and telegraph for all purposes of communication, travel, and transportation, so far as the public and the Government are concerned, as one continuous line; and, in such operation and use, to afford and secure to each equal advantages and facilities as to rates, time, and transportation, without any discrimination of any kind in favor of the road or business of any or either of said companies, or

Road to be used as one continuous line. See sec. 12, act of 1862.

Must telegraph
for all persons.
See sec. 19, act of
1862.

adverse to the road or business of any or either of the others, and it shall not be lawful for the proprietors of any line of telegraph, authorized by this act, or the act amended by this act, to refuse or fail to convey for all persons requiring the transmission of news and messages, of like character, on pain of forfeiting to the person injured for each offense, the sum of one hundred dollars, and such other damage as he may have suffered on account of said refusal or failure, to be sued for and recovered in any court of the United States, or of any State or Territory of competent jurisdiction.

Companies may
consolidate. See
sec. 16, act of
1862; also sec. 10,
1862.

SEC. 16. *And be it further enacted*, That any two or more of the companies authorized to participate in the benefits of this act, are hereby authorized at any time to unite and consolidate their organizations, as the same may or shall be, upon such terms and conditions, and in such manner as they may agree upon, and as shall not be incompatible with this act, or the laws of the State or States in which the road of such companies may be, and to assume and adopt such corporate name and style as they may agree upon, with a capital stock not to exceed the actual cost of the roads, so to be consolidated, and shall file a copy of such consolidation in the Department of the Interior; and thereupon such organization, so formed and consolidated, shall succeed to, possess, and be entitled to receive from the Government of the United States, all and singular the grants, benefits, immunities, guaranties, acts, and things to be done and performed and be subject to the same terms, conditions, restrictions, and requirements which said companies, respectively, at the time of such consolidation, are or may be entitled or subject to under this act, in place and substitution of said companies so consolidated respectively. And all other provisions of this act, so far as applicable, relating or in any manner appertaining to the companies so consolidated, or either thereof, shall apply and be of force as to such consolidated organization. And in case upon the completion by such consolidated organization of the roads, or either of them, of the companies so consolidated, any other of the road or roads of either of the other companies authorized as aforesaid (and forming, and intended or necessary to form, a portion of a continuous line from each of the several points on the Missouri River, hereinbefore designated, to the Pacific coast), shall not have constructed the number of miles of its said road within the time herein required, such consolidated organization is hereby authorized to continue the construction of its road and telegraph in the general direction and route upon which such incomplete or unconstructed road is hereinbefore authorized to be built, until such continuation of the road of such consolidated organization shall reach the constructed road and telegraph of said other company, and at such point to connect and unite therewith; and for and in aid thereof the said consolidated organization may do and perform, in reference to such portion of road and telegraph as shall so be in continuation of its constructed road and telegraph, and to the construction and equipment thereof, all and singular, the several acts and things hereinbefore provided, authorized, or granted to be done by the company hereinbefore authorized to construct and equip the same, and shall be entitled to similar and like grants, benefits, immunities, guarantees, acts, and things to be done and performed by the Government of the United States, by the President of the United States, by the Secretaries of the Treasury and Interior and by commissioners in reference to such company, and to such portion of the road hereinbefore authorized to be constructed by it, and upon the like and similar terms and conditions, so far as the same are applicable thereto. And said consolidated company shall pay to said defaulting company the value to be estimated by competent engineers of all the work done and material furnished by said defaulting company, which may be adopted and used by said consolidated company in the progress of the work under the provisions of this section: *Provided, nevertheless*, That said defaulting company may at any time before receiving pay for its said work and material, as hereinbefore provided, on its own election, pay said consolidated company the value of the work done and material furnished by said consolidated company, to be estimated by competent engineers, necessary for, and used in, the construction of the road of said defaulting company, and resume the control of its said road; and all the rights, benefits, and privileges which shall be acquired, possessed, or exercised, pursuant to this section, shall be to that extent an abatement of the rights, benefits, and privileges hereinbefore granted to such other company. And in case any company authorized thereto,

Consolidated
companies may
build portion of
the line left un-
completed by any
company.

Powers and du-
ties of consolida-
ted organization.

shall not enter into such consolidated organization, such company, upon the completion of its road as hereinbefore provided, shall be entitled to and is hereby authorized to, continue and extend the same under the circumstances, and in accordance with the provisions of this section, and to have all the benefits thereof, as fully and completely as are herein provided, touching such consolidated organization. And in case more than one such consolidated organization shall be made, pursuant to this act, the terms and conditions of this act, hereinbefore recited as to one, shall apply in like manner, force, and effect to the other: *Provided, however,* That rights and interests at any time acquired by one such consolidated organization, shall not be impaired by another thereof. It is further provided that should the Central Pacific Railroad Company of California complete their line to the eastern line of the State of California, before the line of the Union Pacific Railroad Company shall have been extended westward so as to meet the line of said first-named company, said first named company may extend their line of road eastward one hundred and fifty miles, on the established route, so as to meet and connect with the line of the Union Pacific Road, complying in all respects with the provisions and restrictions of this act as to said Union Pacific Road, and upon doing so, shall enjoy all the rights, privileges, and benefits conferred by this act on said Union Pacific Railroad Company.

When Central Pacific Road shall reach eastern line of said State, may go on 150 miles if road not met. Sec. 10, 1862, amended. Also see sec. 2, 1866.

SEC. 17. *And be it further enacted,* That so much of section fourteen of said act as relates to a branch from Sioux City be, and the same is hereby, amended so as to read as follows: That whenever a line of railroad shall be completed through the States of Iowa, or Minnesota, to Sioux City, such company, now organized or may hereafter be organized under the laws of Iowa, Minnesota, Dakota, or Nebraska, as the President of the United States, by its request, may designate or approve for that purpose, shall construct and operate a line of railroad and telegraph from Sioux City, upon the most direct and practicable route to such a point on, and so as to connect with, the Iowa branch of the Union Pacific Railroad from Omaha, or the Union Pacific Railroad, as such company may select, and on the same terms and conditions as are provided in this act and the act to which this is an amendment, for the construction of the said Union and Pacific Railroad and telegraph line and branches; and said company shall complete the same at the rate of fifty miles per year; *Provided,* That said Union Pacific Railroad Company shall be, and is hereby, released from the construction of said branch. And said company constructing said branch shall not be entitled to receive in bonds an amount larger than the said Union Pacific Railroad Company would be entitled to receive if it had constructed the branch under this act and the act to which this is an amendment; but said company shall be entitled to receive alternate sections of land for ten miles in width on each side of the same along the whole length of said branch: *And provided further,* That if a railroad should not be completed to Sioux City, across Iowa or Minnesota, within eighteen months from the date of this act, then said company designated by the President, as aforesaid, may commence, continue, and complete the construction of said branch as contemplated by the provisions of this act: *Provided, however,* That if the said company so designated by the President as aforesaid shall not complete the said branch from Sioux City to the Pacific Railroad within ten years from the passage of this act, then, and in that case, all the railroad which shall have been constructed by said company shall be forfeited to, and become the property of, the United States.

Sec. 14, 1862, amended as to Sioux City Branch Road.

SEC. 18. *And be it further enacted,* That the Burlington and Missouri River Railroad Company, a corporation organized under and by virtue of the laws of the State of Iowa, be and hereby is, authorized to extend [t]s road through the Territory of Nebraska from the point where it strikes the Missouri River south of the mouth of the Platte River, to some point not further west than the one hundredth meridian of west longitude, so as to connect, by the most practicable route, with the main trunk of the Union Pacific Railroad, or that part of it which runs from Omaha to the said one hundredth meridian of west longitude. And for the purpose of enabling said Burlington and Missouri River Railroad Company to construct that portion of their road herein authorized, the right of way through the public lands is hereby granted to said company for the construction of said road. And the right, power, and authority is hereby given to said company to take from the public lands

Burlington and M. R. R. Co. may extend road, &c.

Right of way, &c.

U. S. to extin-
guish Indian ti-
tles. Sec. 2, 1862.

adjacent to the line of said road, earth, stone, timber, and other materials for the construction thereof. Said right of way is granted to said company to the extent of two hundred feet where it may pass over the public lands, including all necessary grounds for stations, buildings, work-shops, depots, machine-shops, switches, side-tracks, turn-tables, and water-stations. And the United States shall extinguish, as rapidly as may be consistent with public policy and the welfare of the said Indians, the Indian titles to all lands falling under the operation of this section and required for the said right of way and grant of land herein made.

Land grant to
Burlington and
M. R. R. Co.

SEC. 19. *And be it further enacted*, That for the purpose of aiding in the construction of said road, there be, and hereby is, granted to the said Burlington and Missouri River Railroad Company, every alternate section of public land (excepting mineral lands as provided in this act) designated by odd numbers, to the amount of ten alternate sections per mile on each side of said road, on the line thereof, and not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed: *Provided*, That said company shall accept this grant within one year from the passage of this act, by filing such acceptance with the Secretary of the Interior, and shall also establish the line of said road, and file a map thereof with the Secretary of the Interior within one year of the date of said acceptance, when the said Secretary shall withdraw the lands embraced in this grant from market.

Burlington and
M. R. R. Co.
lands, &c.

SEC. 20. *And be it further enacted*, That whenever said Burlington and Missouri River Railroad Company shall have completed twenty consecutive miles of the road mentioned in the foregoing section, in the manner provided for other roads mentioned in this act, and the act to which this is an amendment, the President of the United States shall appoint three commissioners to examine and report to him in relation thereto; and if it shall appear to him that twenty miles of said road have been completed as required by this act, then, upon certificate of said commissioner[s] to that effect, patents shall issue conveying the right and title to said lands to said company on each side of said road, as far as the same is completed, to the amount aforesaid; and such examination, report, and conveyance, by patents, shall continue, from time to time, in like manner, until said roads shall have been completed. And the President shall appoint said commissioners, to fill vacancies in said commission, as provided in relation to other roads mentioned in the act to which this is an amendment. And the said company shall be entitled to all the privileges and immunities granted to the Hannibal and Saint Joseph's Railroad Company by the said last-mentioned act, so far as the same may be applicable: *Provided*, That no Government bonds shall be issued to the said Burlington and Missouri River Railroad Company to aid in the construction of said extension of its road; and provided, further, that said extension shall be completed within the period of ten years from the passage of this act.

Bonds.

Lands not to be
conveyed to any
company until
they pay cost of
survey, &c. Sec.
4, 1862. Sec. 6,
1864.

SEC. 21. *And be it further enacted*, That before any land granted by this act shall be conveyed to any company or party entitled thereto under this act, there shall first be paid into the Treasury of the United States the cost of surveying, selecting, and conveying the same, by the said company or party in interest, as the titles shall be required by said company, which amount shall, without any further appropriation, stand to the credit of the proper account, to be used by the Commissioner of the General Land Office for the prosecution of the survey of the public lands along the line of said road, and so from year to year until the whole shall be completed, as provided under the provisions of this act.

Sec. 18, 1862.

SEC. 22. *And be it further enacted*, That Congress may, at any time, alter, amend, or repeal this act.

AMENDMENT OF MARCH 3, 1865.

AN ACT to amend an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July first, eighteen hundred and sixty-two, and to amend an act amendatory thereof, approved July second, eighteen hundred and sixty-four.

13 Stat., 504.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section ten of said act of July second, eighteen hundred and sixty-four, be so modified and amended as to allow the Central Pacific Railroad Company, and the Western Pacific Railroad Company, of California, the Union Pacific Railroad Company, the Union Pacific Railroad Company, eastern division, and all other companies provided for in the said acts of the second of July, eighteen hundred and sixty-four, to issue their six per centum thirty years' bonds, interest payable in any lawful money of the United States, upon their separate roads. And the said companies are hereby authorized to issue, respectively, their bonds to the extent of one hundred miles in advance of a continuous completed line of construction.

May issue bonds 100 miles in advance of completed line, interest payable in any lawful money. Sec. 10, 1864.

SEC. 2. *And be it further enacted,* That the assignment made by the Central Pacific Railroad Company of California to the Western Pacific Railroad Company of said State, of the right to construct all that portion of said railroad and telegraph from the city of San José to the city of Sacramento, is hereby ratified and confirmed to the said Western Pacific Railroad Company, with all the privileges and benefits of the several acts of Congress relating thereto, and subject to all the conditions thereof: *Provided,* That the time within which the said Western Pacific Railroad Company shall be required to construct the first twenty miles of their said road, shall be one year from the first day of July, eighteen hundred and sixty-five, and that the entire road shall be completed from San José to Sacramento, connecting at the latter point with the said Central Pacific Railroad, within four years thereafter.

Assignment confirmed to San José and Sacramento Road.

AMENDMENT OF JULY 3, 1866.

AN ACT to amend an act entitled "An act to amend an act entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes,' approved July first, eighteen hundred and sixty-two," approved July second, eighteen hundred and sixty-four.

14 Stat., 79.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Union Pacific Railway Company, eastern division, is hereby authorized to designate the general route of their said road and to file a map thereof, as now required by law, at any time before the first day of December, eighteen hundred and sixty-six; and upon the filing of the said map, showing the general route of said road, the lands along the entire line thereof, so far as the same may be designated, shall be reserved from sale by order of the Secretary of the Interior: *Provided,* That said company shall be entitled to only the same amount of the bonds of the United States to aid in the construction of their line of railroad and telegraph as they would have been entitled to if they had connected their said line with the Union Pacific Railroad on the one hundredth degree of longitude as now required by law: *And provided further,* That said company shall connect their line of railroad and telegraph with the Union Pacific Railroad, but not at a point more than fifty miles westwardly from the meridian of Denver in Colorado.

U. P. R. R. Co., E. D., time for filing map extended.

SEC. 2. *And be it further enacted,* That the Union Pacific Railroad Company, with the consent and approval of the Secretary of the Interior, are hereby authorized to locate, construct, and continue their road from Omaha, in Nebraska Territory, westward, according to the best and most practicable route, and without reference to the initial point on the one hundredth meridian of west longitude, as now provided by law, in a continuous completed line, until they shall meet and connect with the Central Pacific Railroad Company of California; and the Central Pacific Railroad Company of California, with the consent and approval of the Secretary of the Interior, are hereby authorized to locate,

U. P. R. R., to proceed till meet.

Central Pacific may continue their road eastward with con-

sent of Secretary of the Interior till met by U. P. R. R. Co. Sec. 10, 1862, and Sec. 16, 1864, amended. construct, and continue their road eastward, in a continuous completed line, until they shall meet and connect with the Union Pacific Railroad: *Provided*, That each of the above named companies shall have the right, when the nature of the work to be done, by reason of deep cuts and tunnels, shall for the expeditious construction of the Pacific Railroad require it, to work for an extent of not to exceed three hundred miles in advance of their continuous completed line.

ACT OF JUNE 25, 1868.

16 Stat., 79-

*AN ACT relative to filing reports of railroad companies.

Reports of certain railroads to be made on or before October 1 in each year to Secretary of Interior.

To contain what.

Former reports.

Reports of commissioners to be made to Department of Interior.

Repealing clause.

Reports of engineers and other officers who make reports to be furnished.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the reports required to be made to the Secretary of the Treasury on or before the first day of July of each year, by the corporations created by or entitled to subsidies under the provisions of an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July first, eighteen hundred and sixty-two, and the acts supplemental to and amendatory thereof, shall hereafter be made to the Secretary of the Interior, on or before the first day of October of each year. Said reports shall furnish full and specific information upon the several points mentioned in the twentieth section of the said act of eighteen hundred and sixty-two, and shall be verified as therein prescribed, and on failure to make the same as herein required, the issue of bonds or patents to the company in default shall be suspended until the requirements of this act shall be complied with by such company. And the reports hitherto made to the Secretary of the Treasury under the said act of July first, eighteen hundred and sixty-two, shall be transferred and delivered by him to the Secretary of the Interior to be filed by him.

* * * * *

SEC. 3. *And be it further enacted*, That the reports required from the commissioners appointed to examine and report in relation to the road of any of the corporations whereto reference is made in this act, shall be addressed to and filed in the Department of the Interior; and all such reports heretofore made shall be transferred to and filed in said Department of the Interior; and so much of any and all acts as requires any reports from such companies, or any officers thereof, to be made to the Secretary of the Treasury, is hereby repealed.

SEC. 4. *And be it further enacted*, That, in addition to the eight subjects referred to in section twenty of the act of July, eighteen hundred and sixty-two, to be reported upon, there shall also be furnished annually to the Secretary of the Interior all reports of engineers, superintendents, or other officers who make annual reports to any of said railroad companies.

AN ACT RELATING TO THE DENVER PACIFIC, MARCH 3, 1869.

15 Stat., 324.

AN ACT to authorize the transfer of lands granted to the Union Pacific Railway Company, Eastern Division, between Denver and the point of its connection with the Union Pacific Railway, to the Denver Pacific Railway and Telegraph Company, and to expedite the completion of railroads to Denver, in the Territory of Colorado.

Union Pacific Railroad Company may contract with Denver Pacific Railway and Telegraph Company for the construction, &c., of its road and telegraph between Denver City and Cheyenne, &c.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Union Pacific Railway Company, Eastern Division, be, and it hereby is, authorized to contract with the Denver Pacific Railway and Telegraph Company, a corporation existing under the laws of the Territory of Colorado, for the construction, operation, and maintenance of that part of its line of railroad and telegraph between Denver City and its point of connection with the Union Pacific Railroad, which point shall be at Cheyenne, and to adopt the road-bed already graded by said Denver Pacific Railway and Telegraph Company as said line, and to grant to said

* Repealed by act of June 19, 1878.

Denver Pacific Railway and Telegraph Company the perpetual use of its right of way and depot grounds, and to transfer to it all the rights and privileges, subject to all the obligations pertaining to said part of its line.

SEC. 2. *And be it further enacted*, That the said Union Pacific Railway Company, Eastern Division, shall extend its railroad and telegraph to a connection at the city of Denver, so as to form with that part of its line herein authorized to be constructed, operated, and maintained by the Denver Pacific Railway and Telegraph Company, a continuous line of railroad and telegraph from Kansas City, by way of Denver to Cheyenne. And all the provisions of law for the operation of the Union Pacific Railroad, its branches and connections, as a continuous line, without discrimination, shall apply the same as if the road from Denver to Cheyenne had been constructed by the said Union Pacific Railway Company, Eastern Division; but nothing herein shall authorize the said Eastern Division Company to operate the road or fix the rates of tariff for the Denver Pacific Railway and Telegraph Company.

Shall extend its railroad and telegraph to, &c., so as to form continuous line from Kansas City to Cheyenne, &c.

Laws to apply.

Operating of road and rates of tariff not affected.

The companies may mortgage their roads.

To receive patents for alternate sections of land.

But not entitled to subsidy in United States bonds.

SEC. 3. *And be it further enacted*, That said companies are hereby authorized to mortgage their respective portions of said road, as herein defined, for an amount not exceeding thirty-two thousand dollars per mile, to enable them respectively to borrow money to construct the same; and that each of said companies shall receive patents to the alternate sections of land along their respective lines of road, as herein defined, in like manner and within the same limits as is provided by law in the case of lands granted to the Union Pacific Railway Company, Eastern Division: *Provided*, That neither of the companies hereinbefore mentioned shall be entitled to subsidy in United States bonds under the provisions of this act.

JOINT RESOLUTION OF MARCH 3, 1869.

JOINT RESOLUTION authorizing the Union Pacific Railway Company, Eastern Division, to change its name to the "Kansas Pacific Railway Company." 15 Stat., 348.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Union Pacific Railway Company, Eastern Division, is hereby authorized by resolution of its board of directors, which shall be filed in the office of the Secretary of the Interior, to change its name to the "Kansas Pacific Railway Company." Union Pacific Railway Company, Eastern Division, to change its name to Kansas Pacific Railway Company.

JOINT RESOLUTION OF APRIL 10, 1869.

JOINT RESOLUTION for the protection of the interests of the United States in the Union Pacific Railroad Company, the Central Pacific Railroad Company, and for other purposes. 16 Stat., 58.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the stockholders of the Union Pacific Railroad Company, at a meeting to be held on the twenty-second day of April, eighteen hundred and sixty-nine, at the city of Boston (with power to adjourn from day to day), shall elect a board of directors for the ensuing year; and said stockholders are hereby authorized to establish their general office at such place in the United States as they may select at said meeting: *Provided*, That the passage of this resolution shall not confer any other right upon said Union Pacific Railroad Company than to hold such election, or be held in any manner to relinquish or wave any rights of the United States to take advantage of any act or neglect of said Union Pacific Railroad Company heretofore done or omitted whereby the rights of the General Government have been or may be prejudiced: *And provided, further*, That the common terminus of the Union Pacific and the Central Pacific Railroads shall be at or near Ogden; and the Union Pacific Railroad Company shall build, and the Central Pacific Railroad Company pay for and own the railroad from the terminus aforesaid to Promontory Summit, at which point the rails shall meet and connect and form one continuous line.

Stockholders of Union Pacific R. Co. to elect a board of directors.

To establish their general office.

No other right conferred or waived hereby.

Common terminus of the Union Pacific and Central Pacific Railroad to be at or near Ogden, &c.

The President to appoint a commission to examine and report upon the roads.

Expenses and pay of commissioners.

Subsidy bonds to be withheld sufficient to secure the full completion, as a first-class road, of all sections of such road, &c.

If the amount to be issued is insufficient, &c.

Attorney-General to institute necessary suits.

Attorney-General to investigate whether the charter of the Union Pacific and Central Pacific Railroads have not been forfeited, &c.

To institute criminal proceedings, if, &c.

SEC. 2. *And be it further resolved*, That to ascertain the condition of the Union Pacific Railroad and the Central Pacific Railroad, the President of the United States is authorized to appoint a board of eminent citizens, not exceeding five in number, and who shall not be interested in either road, to examine and report upon the condition of, and what sum or sums, if any, will be required to complete each of said roads, for the entire length thereof, to the said terminus as a first-class railroad, in compliance with the several acts relating to said roads; and the expense of such board, including an allowance of ten dollars to each for their services for each day employed in such examination or report, to be paid equally by said companies.

SEC. 3. *And be it further resolved*, That the President is hereby authorized and required to withhold from each of said companies an amount of subsidy bonds authorized to be issued by the United States under said acts sufficient to secure the full completion as a first-class road of all sections of such road upon which bonds have already been issued, or in lieu of such bonds he may receive as such security an equal amount of the first mortgage bonds of such company; and if it shall appear to the President that the amount of subsidy bonds yet to be issued to either of said companies is sufficient to insure the full completion of such road, he may make requisition upon such company for a sufficient amount of bonds already issued to said company, or in his discretion of their first mortgage bonds, to secure the full completion of the same. And in default of obtaining such security as [is] in this section provided, the President may authorize and direct the Attorney-General to institute such suits and proceedings on behalf and in the name of the United States, in any court of the United States having jurisdiction, as shall be necessary or proper to compel the giving of such security, and thereby, or in any manner otherwise, to protect the interests of the United States in said road, and to insure the full completion thereof as a first-class road, as required by law and the statutes in that case made.

SEC. 4. *And be it further resolved*, That the Attorney-General of the United States be, and he is hereby, authorized and directed to investigate whether or not the charter and all the franchises of the Union Pacific Railroad Company and of the Central Pacific Railroad Company have not been forfeited, and to institute all necessary and proper legal proceedings; also to investigate whether or not said companies have or have not made any illegal dividends upon their stock, and if so to institute the necessary proceedings to have the same reimbursed; and also to investigate whether any of the directors or any other agents or employes of said companies have or not violated any penal law, and if so to institute the proper criminal proceedings against all persons who have violated such laws.

ACT OF MAY 6, 1870.

16 Stat., 121. AN ACT to fix the point of junction of the Union Pacific Railroad Company and the Central Pacific Railroad Company.

Point of junction of the Union Pacific Railroad and the Central Pacific R. R. established northwest of the station at Ogden, &c.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the common terminus and point of junction of the Union Pacific Railroad Company and the Central Pacific Railroad Company shall be definitely fixed and established on the line of railroad as now located and constructed, northwest of the station at Ogden, and within the limits of the sections of land herein-after mentioned, viz: Section thirty-six of township seven, of range two, situated north and west of the principal meridian and base line in the territory of Utah, and sections twenty-five, twenty-six, and thirty-five of township seven, of range two, and section six of township six, and sections thirty and thirty-one of township seven, of range one, and sections one and two of township six, of range two, all situate north and west of said principal meridian and base line; and said companies are hereby authorized to enter upon, use, and possess said sections, which are hereby granted to them in equal shares, with the same rights, privileges, and obligations now by law provided with reference to other lands granted to said railroads: *Provided, however*, That the Secretary of the Interior shall designate a section of land in said township seven, of

Grant of certain sections.

Reserve for schools.

range two, belonging to said companies, and reserve the same for the

benefit of schools in said territory, in accordance with the act of February twenty-one, eighteen hundred and fifty-five, establishing the office of surveyor-general of Utah, and to grant land for school and university purposes: *Provided also*, That said companies shall pay for any additional lands acquired by this act at the rate of two dollars and fifty cents an acre: *And provided further*, That no rights of private persons shall be affected by this act.

Price of land.
Private rights.

ACT OF FEBRUARY 24, 1871.

16 Stat., 430.

AN ACT to authorize the Union Pacific Railroad Company to issue its bonds to construct a bridge across the Missouri River at Omaha, Nebraska, and Council Bluffs, Iowa.

Union Pacific Railroad Co. may issue bonds, &c., to construct, &c., a bridge across the Missouri River at Omaha.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the more perfect connection of any railroads that are or shall be constructed to the Missouri River, at or near Council Bluffs, Iowa, and Omaha, Nebraska, the Union Pacific Railroad Company be, and it is hereby, authorized to issue such bonds, and secure the same by mortgage on the bridge and approaches and appurtenances, as it may deem needful to construct and maintain its bridge over said river, and the tracks and depots required to perfect the same, as now authorized by law of Congress; and said bridge may be so constructed as to provide for the passage of ordinary vehicles and travel, and said company may levy and collect tolls and charges for the use of the same; and for the use and protection of said bridge and property, the Union Pacific Railway Company shall be empowered, governed, and limited by the provisions of the act entitled "An act to authorize the construction of certain bridges, and to establish them as post-roads," approved July twenty-five, eighteen hundred and sixty-six, so far as the same is applicable thereto: *And provided*, That nothing in this act shall be so construed as to change the eastern terminus of the Union Pacific Railroad from the place where it is now fixed under existing laws, nor to release said Union Pacific Railroad Company, or its successors, from its obligation as established by existing laws: *Provided also*, That Congress shall at all times have power to regulate said bridge, and the rates for the transportation of freight and passengers over the same, and the local travel hereinbefore provided for. And the amount of bonds herein authorized shall not exceed two and a half millions of dollars: *Provided*, That if said bridge shall be constructed as a draw-bridge, the same shall be constructed with spans of not less than two hundred feet in length in the clear on each side of the central or pivot pier of the draw.

Construction of bridge, tolls, &c.

Eastern terminus of railroad not to be changed.

Congress may regulate tolls and fares.

Amount of bonds.
Draws.

ACT OF MARCH 3, 1871.

AN ACT making appropriations for the support of the Army for the year ending June 30, 1872, &c.

Stat., 225.

* * * * *

SEC. 9. That, in accordance with the fifth section of the act approved July two, eighteen hundred and sixty-four, entitled "An act to amend an act entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes,' approved July first, eighteen hundred and sixty-two," the Secretary of the Treasury is hereby directed to pay over in money to the Pacific Railroad companies mentioned in said act, and performing services for the United States, one-half of the compensation at the rate provided by law for such services, heretofore or hereafter rendered: *Provided*, That this section shall not be construed to affect the legal rights of the Government or the obligations of the companies, except as herein specifically provided.

Secretary of Treasury to pay over to Pacific Railroad Companies one-half of compensation, &c.

Legal rights of parties not otherwise affected.

ACT OF MARCH 3, 1873.

17 Stat., 508.

An act making appropriations for the legislative, executive, and judicial expenses of the Government for the year ending June 30, 1874, and for other purposes.

Secretary of the Treasury to withhold payments to certain railroad companies for freight, &c.

Companies may bring suit in Court of Claims.

Appeal to Supreme Court. Causes to have precedence.

Attorney-General to bring suit in equity against the Union Pacific Railroad Company and all persons who, etc.

Suit to be brought in any circuit court. Decrees.

New parties, etc.

Writs of subpoena to run into any district, and how served.

Books of the railroad company to be open to inspection.

Bankrupt laws not to apply.

Dividends, new stock, mortgages, etc.

No director to be interested in any contract, except, etc.

Penalty.

Jurisdiction of circuit court to issue mandamus,

SEC. 2. That the Secretary of the Treasury is directed to withhold all payments to any railroad company and its assigns, on account of freights or transportation, over their respective roads, of any kind, to the amount of payments made by the United States for interest upon bonds of the United States issued to any such company, and which shall not have been reimbursed together with the five per cent. of net earnings due and unapplied as provided by law; and any such company may bring suit in the Court of Claims to recover the price of such freight and transportation; and in such suit the right of such company to recover the same upon the law and the facts of the case shall be determined and also the rights of the United States upon the merits of all the points presented by it in answer thereto by them and either party to such suit may appeal to the Supreme Court; and both said courts shall give such cause or causes precedence of all other business.

SEC. 4. That the Attorney-General shall cause a suit in equity to be instituted in the name of the United States against the Union Pacific Railroad Company, and against all persons who may, in their own names or through any agents, have subscribed for or received capital stock in said road, which stock has not been paid for in full in money, or who may have received, as dividends or otherwise, portions of the capital stock of said road, or the proceeds or avails thereof, or other property of said road, unlawfully and contrary to equity, or who may have received as profits or proceeds of contracts for construction, or equipments of said road, or other contracts therewith, moneys or other property which ought, in equity, to belong to said railroad corporation, or who may, under pretense of having complied with the acts to which this is an addition, have wrongfully and unlawfully received from the United States bonds, moneys, or lands which ought, in equity, to be accounted for and paid to said railroad company or to the United States, and to compel payment for said stock, and the collection and payment of such moneys, and the restoration of such property, or its value, either to said railroad corporation or to the United States, whichever shall in equity be held entitled thereto. Said suit may be brought in the circuit court in any circuit, and all said parties may be made defendants in one suit. Decrees may be entered and enforced against any one or more parties defendant without awaiting the final determination of the cause against other parties. The court where said cause is pending may make such orders and decrees and issue such process as it shall deem necessary to bring in new parties or the representatives of parties deceased, or to carry into effect the purposes of this act. On filing the bill writs of subpoena may be issued by said court against any parties defendant, which writ shall run into any district, and shall be served, as other like process, by the marshal of such district. The books, records, correspondence, and all other documents of the Union Pacific Railroad Company, shall at all times be open to inspection by the Secretary of the Treasury, or such persons as he may delegate for that purpose. The laws of the United States providing for proceedings in bankruptcy shall not be held to apply to said corporation. No dividend shall hereafter be made by said company but from the actual net earnings thereof; and no new stock shall be issued, or mortgages or pledges made on the property or future earnings of the company, without leave of Congress, except for the purpose of funding and securing debt now existing, or the renewal thereof. No director or officer of said road shall hereafter be interested, directly or indirectly, in any contract therewith, except for his lawful compensation as such officer. Any director or officer who shall pay or declare, or aid in paying or declaring any dividend, or creating any mortgage or pledge prohibited by this act, shall be punished by imprisonment not exceeding two years, and by fine not exceeding five thousand dollars. The proper circuit court of the United States shall have jurisdiction to hear and determine all cases of mandamus to compel said Union Pacific Railroad Company to operate its road as required by law.

ACT OF JUNE 20, 1874.

AN ACT making additions to the fifteenth section of the act approved July 2, 1864, entitled "An act to amend an act entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes,' approved July 1, 1862." 18 Stat., 111.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there shall be, and is hereby, added to the fifteenth section of the act approved July second, eighteen hundred and sixty-four, entitled "An act to amend an act entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes,' approved July first, eighteen hundred and sixty-two," the following words, namely: "And any officer or agent of the companies authorized to construct the aforesaid roads, or of any company engaged in operating either of said roads, who shall refuse to operate and use the road or telegraph under his control, or which he is engaged in operating for all purposes of communication, travel, and transportation, so far as the public and the government are concerned, as one continuous line, or shall refuse, in such operation and use, to afford and secure to each of said roads equal advantages and facilities as to rates, time, or transportation, without any discrimination of any kind in favor of, or adverse to, the road or business of any or either of said companies, shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be fined in any sum not exceeding one thousand dollars, and may be imprisoned not less than six months. In case of failure or refusal of the Union Pacific Railroad Company, or either of said branches, to comply with the requirements of this act and the acts to which this act is amendatory, the party injured or the company aggrieved may bring an action in the district or circuit court of the the United States in the territory, district, or circuit in which any portion of the road of the defendant may be situated, for damages on account of such failure or refusal; and, upon recovery, the plaintiff shall be entitled to judgment for treble the amount of all excess of freight and fares collected by the defendant, and for treble the amount of damages sustained by the plaintiff by such failure or refusal; and for each and every violation of or failure to comply with the requirements of this act, a new cause of action shall arise; and in case of suit in any such territory, district, or circuit, process may be served upon any agent of the defendant found in the territory, district, or circuit in which such suit may be brought, and such service shall be by the court held to be good and sufficient; and it is hereby provided that for all the purposes of said act, and of the acts amendatory thereof, the railway of the Denver Pacific Railway and Telegraph Company shall be deemed and taken to be a part and extension of the road of the Kansas Pacific Railroad, to the point of junction thereof with the road of the Union Pacific Railroad at Cheyenne, as provided in the act of March third, eighteen hundred and sixty-nine.

Certain roads to be operated as continuous line with equal facilities.

Agents or officers to be fined in case of refusal.

Union Pacific Company to be sued in case of refusal.

Penalty fixed.

ACT OF JUNE 22, 1874.

AN ACT providing for the collection of moneys due the United States from the Pacific Railroad Companies. 18 Stat., 200.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and hereby is, directed to require payment of the railroad companies, their successors and assigns, or the successors or assigns of any or either of said companies, of all sums of money due or to become due, the United States for the five per centum of the net earnings provided for by the act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes" approved July first, eighteen hundred and sixty-two, or by any other act or acts in relation to the companies therein named, or any other such company or companies, and in case either of said railroad companies shall neglect or refuse to pay the same within sixty

Secretary of the Treasury to demand five per cent. of net earnings.

days after demand therefor made upon the treasurer of such railroad company, the Secretary of the Treasury shall certify that fact to the Attorney-General, who shall thereupon institute the necessary suits and proceedings to collect and otherwise obtain redress in respect of the same in the proper circuit courts of the United States, and prosecute the same, with all convenient dispatch to a final determination.

Attorney-Gen.
eral to bring suit.

ACT OF MARCH 3, 1875.

18 Stat., 453. AN ACT making appropriations for the support of the Army for the fiscal year ending June thirtieth, eighteen hundred and seventy-six, and for other purposes.

No payment for transportation of troops, &c., to railroads receiving land grants, &c.

No allowance for transportation of officers on duty.

Right of companies to sue in Court of Claims.

Statute of limitations.

Appeal.
Proviso.

Provided, That no money shall hereafter be paid to any railroad company for the transportation of any property or troops of the United States over any railroad which, in whole or in part, was constructed by the aid of a grant of public land, on the condition that such railroad should be a public highway for the use of the Government of the United States, free from toll or other charge, or upon any other conditions for the use of such road, for such transportation; nor shall any allowance be made for the transportation of officers of the Army over any such road when on duty and under orders as military officers of the United States. But nothing herein contained shall be construed as preventing any such railroad from bringing a suit in the Court of Claims for the charges for such transportation, and recovering for the same if found entitled thereto, by virtue of the laws in force prior to the passage of this act; provided that the claim for such charges shall not have been barred by the statute of limitations at the time of bringing the suit, and either party shall have the right of appeal to the Supreme Court of the United States: *And provided further*, That the foregoing provision shall not apply for the current fiscal year, nor thereafter, to roads where the sole condition of transportation is that the company shall not charge the Government higher rate than they do individuals for like transportation, and when the Quartermaster-General shall be satisfied that this condition has been faithfully complied with.

20 Stat., 44.

ACT OF APRIL 30, 1878.

AN ACT to provide for deficiencies in the appropriations for the service of the government for the fiscal year ending June thirtieth, eighteen hundred and seventy-eight; and for prior years, for subsistence of the Army, and for other purposes.

* * * * *

WAR DEPARTMENT.

Transportation of Army.

TRANSPORTATION.—To enable the Secretary of War to pay for transportation of the Army, including baggage of the troops when moving either by land or water; of clothing and camp and garrison equipage from the depots of Philadelphia and Jeffersonville to the several posts and Army depots, and from those depots to the troops in the field; of horse-equipments and of subsistence stores from the places of purchase and from the places of delivery, under contract, to such places as the circumstances of the service may have required them to be sent; of ordnance, ordnance stores, and small-arms from the founderies and armories to the arsenals, fortifications, frontier posts, and Army depots; freights, wharfage, tolls, and ferriages; the purchase and hire of horses, mules, oxen, and harness, and the purchase and repair of wagons, carts, and drays, and of ships, and other sea-going vessels and boats required for the transportation of supplies and for garrison purposes; for drayage and cartage at the several posts; hire of teamsters; transportation of funds for the pay and other disbursing departments; the expense of sailing public transports on the various rivers, the Gulf of Mexico, and the Atlantic and Pacific; for procuring water at such posts as, from their situation, require it to be brought from a distance; and for clearing roads, and for removing obstructions from roads, harbors, and rivers, to the extent which has been required for the actual operations of the troops in the field, one million two hundred thousand dollars, be-

ing a deficiency for the fiscal year ending June thirtieth, eighteen hundred and seventy-seven: *Provided, however,* That no part of this sum shall be paid to any railroad company or to its assigns on account of freights or transportation over their respective roads unless there be an excess due such company after charging the amount of payments made by the United States for interest upon bonds of the United States issued to any such company; but the same shall be paid to the Secretary of the Treasury, to be by him withheld, as directed by existing law.

Railway companies.
Interest on bonds to be deducted.

ACT OF MAY 7, 1878.

AN ACT to alter and amend the act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and for other purposes," approved July first, eighteen hundred and sixty-two, and also to alter and amend the act of Congress approved July second, eighteen hundred and sixty-four, in amendment of said first-named act. 20 Stat., 56.

Whereas, on the first day of July, anno Domini eighteen hundred and sixty-two, Congress passed an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes; and Preamble.

Whereas afterward, on the second day of July, anno Domini eighteen hundred and sixty-four, Congress passed an act in amendment of said first-mentioned act; and

Whereas, the Union Pacific Railroad Company, named in said acts, and under the authority thereof, undertook to construct a railway, after the passage thereof, over some part of the line mentioned in said acts; and

Whereas, under the authority of the said two acts, the Central Pacific Railroad Company of California, a corporation existing under the laws of the State of California, undertook to construct a railway, after the passage of said acts, over some part of the line mentioned in said acts; and

Whereas the United States, upon demand of said Central Pacific Railroad Company, have heretofore issued, by way of loan, and as provided in said acts, to and for the benefit of said company, in aid of the purposes named in said acts, the bonds of the United States, payable in thirty years from the date thereof, with interest at six per centum per annum, payable half-yearly, to the amount of twenty-five million eight hundred and eighty-five thousand one hundred and twenty dollars, which said bonds have been sold in the market or otherwise disposed of by said company; and

Whereas the said Central Pacific Company has issued and disposed of an amount of its own bonds equal to the amount so issued by the United States, and secured the same by mortgage, and which are, if lawfully issued and disposed of, a prior and paramount lien, in the respect mentioned in said acts, to that of the United States, as stated, and secured thereby; and

Whereas, after the passage of said acts, the Western Pacific Railroad Company, a corporation then existing under the laws of California, did, under the authority of Congress, become the assignee of the rights, duties, and obligations of the said Central Pacific Railroad Company, as provided in the act of Congress passed on the third of March, anno Domini eighteen hundred and sixty-five, and did, under the authority of the said act and of the acts aforesaid, construct a railroad from the city of San José to the city of Sacramento, in California, and did demand and receive from the United States the sum of one million nine hundred and seventy thousand five hundred and sixty dollars of the bonds of the United States, of the description before mentioned as issued to the Central Pacific Company, and in the same manner and under the provisions of said acts; and upon and in respect of the bonds so issued to both said companies, the United States have paid interest to the sum of more than thirteen and a half million dollars, which has not been reimbursed; and

Whereas said Western Pacific Railroad Company has issued and disposed of an amount of its own bonds equal to the amount so issued by

the United States to it, and secured the same by mortgage, which are, if lawfully issued and disposed of, a prior and paramount lien to that of the United States, as stated and secured thereby; and

Whereas said Western Pacific Railroad Company has since become merged in, and consolidated with, said Central Pacific Railroad Company, under the name of the Central Pacific Railroad Company, whereby the said Central Pacific Railroad Company has become liable to all the burdens, duties, and obligations before resting upon said Western Pacific Railroad Company; and divers other railroad companies have been merged in and consolidated with said Central Pacific Railroad Company; and

Whereas the United States, upon the demand of the said Union Pacific Railroad Company, have heretofore issued by way of loan to it and as provided in said acts, the bonds of the United States, payable in thirty years from the date thereof, with interest at six per centum per annum, payable half-yearly, the principal sums of which amount to twenty-seven million two hundred and thirty-six thousand five hundred and twelve dollars; on which the United States have paid over ten million dollars interest over and above all reimbursements; which said bonds have been sold in the market or otherwise disposed of by said corporation; and

Whereas said corporation has issued and disposed of an amount of its own bonds equal to the amounts so issued to it by the United States as aforesaid, and secured the same by mortgage, and which are, if lawfully issued and disposed of, a prior and paramount lien, in the respect mentioned in said acts, to that of the United States, as stated, and secured thereby; and

Whereas the total liabilities (exclusive of interest to accrue) to all creditors, including the United States, of the said Central Pacific Company, amount in the aggregate to more than ninety-six million dollars, and those of the said Union Pacific Railroad Company to more than eighty-eight million dollars; and

Whereas the United States, in view of the indebtedness and operations of said several railroad companies respectively, and of the disposition of their respective incomes, are not and cannot, without further legislation, be secure in their interests in and concerning said respective railroads and corporations, either as mentioned in said acts or otherwise; and

Whereas a due regard to the rights of said several companies respectively, as mentioned in said act of eighteen hundred and sixty-two, as well as just security to the United States in the premises, and in respect of all the matters set forth in said act, require that the said act of eighteen hundred and sixty-two be altered and amended as hereinafter enacted; and

Whereas, by reason of the premises also, as well as for other causes of public good and justice, the powers provided and reserved in said act of eighteen hundred and sixty-four for the amendment and alteration thereof ought also to be exercised as hereinafter enacted: Therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the net earnings mentioned in said act of eighteen hundred and sixty-two, of said railroad companies respectively, shall be ascertained by deducting from the gross amount of their earnings, respectively, the necessary expenses actually paid within the year in operating the same and keeping the same in a state of repair, and also the sum paid by them respectively within the year in discharge of interest on their first-mortgage bonds, whose lien has priority over the lien of the United States, and excluding from consideration all sums owing or paid by said companies respectively for interest upon any other portion of their indebtedness; and the foregoing provision shall be deemed and taken as an amendment of said act of eighteen hundred and sixty-four, as well as of said act of eighteen hundred and sixty-two. This section shall take effect on the thirtieth day of June next, and be applicable to all computations of net earnings thereafter; but it shall not affect any right of the United States or of either of said railroad companies existing prior thereto.

Net earnings. How to be ascertained.

Date of effect.

Compensation retained; how applied.

SEC. 2. That the whole amount of compensation which may, from time to time, be due to said several railroad companies respectively for services rendered for the Government shall be retained by the United States, one-half thereof to be presently applied to the liquidation of

the interest paid and to be paid by the United States upon the bonds so issued by it as aforesaid, to each of said corporations severally, and the other half thereof to be turned into the sinking fund hereinafter provided, for the uses therein mentioned.

SEC. 3. That there shall be established in the Treasury of the United States a sinking-fund, which shall be invested by the Secretary of the Treasury in bonds of the United States; and the semi-annual income thereof shall be in like manner from time to time invested, and the same shall accumulate and be disposed of as hereinafter mentioned. And in making such investments the Secretary shall prefer the five per centum bonds of the United States, unless for good reasons appearing to him, and which he shall report to Congress, he shall at any time deem it advisable to invest in other bonds of the United States. All the bonds belonging to said fund shall, as fast as they shall be obtained, be so stamped as to show that they belong to said fund, and that they are not good in the hands of other holders than the Secretary of the Treasury until they shall have been indorsed by him, and publicly disposed of pursuant to this act.

Sinking-fund.
(Amended by
section 5 of act of
March 3, 1887.)

SEC. 4. That there shall be carried to the credit of the said fund on the first day of February in each year, the one-half of the compensation for services hereinbefore named, rendered for the Government by said Central Pacific Railroad Company, not applied in liquidation of interest; and, in addition thereto, the said company, shall, on said day in each year, pay into the Treasury, to the credit of said sinking-fund, the sum of one million two hundred thousand dollars, or so much thereof as shall be necessary to make the five per centum of the net earnings of said road payable to the United States under said act of eighteen hundred and sixty-two, and the whole sum earned by it as compensation for services rendered for the United States, together with the sum by this section required to be paid, amount in the aggregate to twenty-five per centum of the whole net earnings of said railroad company, ascertained and defined as hereinbefore provided, for the year ending on the thirty-first day of December next preceding. That there shall be carried to the credit of the said fund, on the first day of February in each year, the one-half of the compensation for services hereinbefore named, rendered for the Government by said Union Pacific Railroad Company, not applied in liquidation of interest; and, in addition thereto, the said company shall, on said day in each year, pay into the Treasury, to the credit of said sinking-fund, the sum of eight hundred and fifty-thousand dollars, or so much thereof as shall be necessary to make the five per centum of the net earnings of its said road payable to the United States under said act of eighteen hundred and sixty-two, and the whole sum earned by it as compensation for services rendered for the United States, together with the sum by this section required to be paid, amount in the aggregate to twenty-five per centum of the whole net earnings of said railroad company, ascertained and defined as hereinbefore provided, for the year ending on the thirty-first day of December next preceding.

Credits and
payments to
sinking fund.

SEC. 5. That whenever it shall made satisfactorily to appear to the Secretary of the Treasury, by either of said companies, that seventy-five per centum of its net earnings as hereinbefore defined, for any current year are or were insufficient to pay the interest for such year upon the obligation of such company, in respect of which obligations there may exist a lien paramount to that of the United States, and that such interest has been paid out of such net earnings, said Secretary is hereby authorized, and it is made his duty, to remit for such current year so much of the twenty-five per centum of net earnings required to be paid into the sinking-fund, as aforesaid, as may have been thus applied and used in the payment of interest as aforesaid.

SEC. 6. That no dividend shall be voted, made, or paid for or to any stockholder or stockholders in either of said companies respectively at any time when the said company shall be in default in respect of the payment either of the sums required as aforesaid to be paid into said sinking-fund, or in respect of the payment of the said five per centum of the net earnings, or in respect of interest upon any debt the lien of which, or of the debt on which it may accrue, is paramount to that of the United States; and any officer or person who shall vote, declare, make, or pay, and any stockholder of any of said companies who shall receive any such dividend contrary to the provisions of this act, shall be liable to the United States for the amount thereof, which, when re-

Dividends pro-
hibited, when.

- Penalties.** covered, shall be paid into said sinking-fund. And every such officer, person, or stockholder who shall knowingly vote, declare, make, or pay any such dividend, contrary to the provisions of this act, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine not exceeding ten thousand dollars, and by imprisonment not exceeding one year.
- Application of sinking fund.** SEC. 7. That the said sinking-fund so established and accum[ul]ated shall at the maturity of such bonds so respectively issued by the United States, be applied to the payment and satisfaction thereof, according to the interest and proportion of each of said companies in said fund, and of all interest paid by the United States thereon, and not reimbursed, subject to the provisions of the next section.
- United States lien on all property of the R. R. companies.** SEC. 8. That said sinking-fund so established and accumulated shall, according to the interest and proportion of said companies respectively therein, be held for the protection, security, and benefit of the lawful and just holders of any mortgage or lien debts of such companies respectively, lawfully paramount to the rights of the United States, and for the claims of other creditors, if any, lawfully chargeable upon the funds so required to be paid into said sinking-fund, according to their respective lawful priorities, as well as for the United States, according to the principles of equity, to the end that all persons having any claim upon said sinking-fund may be entitled thereto in due order; but the provisions of this section shall not operate or be held to impair any existing legal right, except in the manner in this act provided, of any mortgage, lien, or other creditor of any of said companies respectively, nor to excuse any of said companies respectively from the duty of discharging, out of other funds, its debts to any creditor except the United States.
- Proceedings against the companies.** SEC. 9. That all sums due to the United States from any of said companies respectively, whether payable presently or not, and all sums required to be paid to the United States or into the Treasury, or into said sinking-fund under this act, or under the acts hereinbefore referred to, or otherwise, are hereby declared to be a lien upon all the property, estate, rights, and franchises of every description granted or conveyed by the United States to any of said companies respectively or jointly, and also upon all the estate and property, real, personal, and mixed, assets, and income of the said several railroad companies respectively, from whatever source derived, subject to any lawfully prior and paramount mortgage, lien, or claim thereon. But this section shall not be construed to prevent said companies respectively from using and disposing of any of their property or assets in the ordinary, proper, and lawful course of their current business, in good faith and for valuable consideration.
- Forfeiture.** SEC. 10. That it is hereby made the duty of the Attorney-General of the United States to enforce, by proper proceedings against the several railroad companies respectively or jointly, or against either of them, and others, all the rights of the United States under this act and under the acts hereinbefore mentioned, and under any other act of Congress or right of the United States; and in any suit or proceedings already commenced, or that may be hereafter commenced, against any of said companies, either alone or with other parties, in respect of matters arising under this act, or under the acts or rights hereinbefore mentioned or referred to, it shall be the duty of the court to determine the very right of the matter without regard to matters of form, joinder of parties, multifariousness, or other matters not affecting the substantial rights and duties arising out of the matters and acts hereinbefore stated and referred to.
- Right of Congress to further amend.** SEC. 11. That if either of said railroad companies shall fail to perform all and singular the requirements of this act and of the acts hereinbefore mentioned, and of any other act relating to said company, to be by it performed, for the period of six months next after such performance may be due, such failure shall operate as a forfeiture of all the rights, privileges, grants, and franchises derived or obtained by it from the United States; and it shall be the duty of the Attorney-General to cause such forfeiture to be judicially enforced.
- SEC. 12. That nothing in this act shall be construed or taken in any wise to affect or impair the right of Congress at any time hereafter further to alter, amend, or repeal the said acts hereinbefore mentioned; and this act shall be subject to alteration, amendment, or repeal, as in the opinion of Congress, justice or the public welfare may require

And nothing herein contained shall be held to deny, exclude, or impair any right or remedy in the premises now existing in favor of the United States.

S. C. 13. That each and every of the provisions in this act contained shall severally and respectively be deemed, taken, and held as in alteration and amendment of said act of eighteen hundred and sixty-two and of said act of eighteen hundred and sixty-four respectively, and of both said acts.

ACT OF JUNE 19, 1878.

AN ACT to create an Auditor of Railroad Accounts, and for other purposes.* 20 Stat., 169.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section twenty of the act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July first, anno Domini eighteen hundred and sixty-two, and the act entitled "An act relative to filing reports of railroad companies" approved June twenty-fifth, anno Domini eighteen hundred and sixty-eight, be, and the same are hereby, repealed. Repeal of prior laws.

SEC. 2. That the office of Auditor of Railroad Accounts is hereby established as a bureau of the Interior Department. The said Auditor shall be appointed by the President of the United States, by and with the advice and consent of the Senate. The annual salary of the said Auditor shall be, and is hereby, fixed at the sum of five thousand dollars. To assist the said Auditor to perform the duties of said office, the Secretary of the Interior shall appoint one book-keeper at an annual salary of two thousand four hundred dollars, one assistant bookkeeper at an annual salary of two thousand dollars, one clerk at an annual salary of one thousand four hundred dollars, and one copyist at an annual salary of nine hundred dollars. Actual and necessary traveling and other expenses incurred in visiting the offices of the railroad companies hereinafter described, and for which vouchers shall be rendered, are hereby allowed, not to exceed the sum of two thousand dollars per annum; and it is hereby specially provided that each of said railroad companies shall furnish transportation over its own road, without expense to the United States, for the said Auditor, or any person acting under his direction. Incidental expenses for books, stationery, and other material necessary for the use of said bureau are hereby allowed, not to exceed the sum of seven hundred dollars per annum. And the sum of twelve thousand dollars is hereby appropriated for the uses and purposes of this act for the fiscal year ending June thirtieth, anno Domini, eighteen hundred and seventy-nine. Organization of bureau.

SEC. 3. That the duties of the said Auditor under and subject to the direction of the Secretary of the Interior shall be, to prescribe a system of reports to be rendered to him by the railroad companies whose roads are in whole or in part west, north, or south of the Missouri River, and to which the United States have granted any loan or credit or subsidy in bonds or lands; to examine the books and accounts of each of said railroad companies once in each fiscal year, and at such other times as may be deemed by him necessary to determine the correctness of any report received from them; to assist the Government directors of any of said railway companies in all matters which come under their cognizance whenever they may officially request such assistance; to see that the laws relating to said companies are enforced; to furnish such information to the several departments of the Government in regard to tariffs for freight and passengers and in regard to the accounts of said railroad companies as may be by them required, or, in the absence of any request therefor, as he may deem expedient for the interest of the Government; and to make an annual report to the Secretary of the Interior, on the first day of November, on the condition of each of said railroad companies, their road, accounts, and affairs, for the fiscal year ending June thirtieth immediately preceding. Duties of Auditor.

SEC. 4. That each and every railroad company aforesaid which has received from the United States any bonds of the said United States, R. R. companies to report, &c.

*Title changed to Commissioner of Railroads. Act March 3, 1881 (21 Stat., 409).

issued by way of loan to aid in constructing or furnishing its road, or which has received from the United States any lands, granted to it for a similar purpose, shall make to the said Auditor any and all such reports as he may require from time to time and shall submit its books and records to the inspection of said Auditor or any person acting in his place and stead, at any time that the said Auditor may request, in the office where said books and records are usually kept; and the said Auditor, or his authorized representative, shall make such transcripts from the said books and records as he may desire.

Penalty for neglect or refusal. SEC. 5. That if any railroad company aforesaid shall neglect or refuse to make such reports as may be called for, or refuse to submit its books and records to inspection, as provided in section four of this act, such neglect or refusal shall operate as a forfeiture, in each case of such neglect or refusal, of a sum not less than one thousand nor more than five thousand dollars, to be recovered by the Attorney-General of the United States, in the name and for the use and benefit of the United States; and it shall be the duty of the Secretary of the Interior, in all such cases of neglect or refusal as aforesaid, to inform the Attorney-General of the facts, to the end that such forfeiture or forfeitures may be judicially enforced.

Application of act. SEC. 6. This act shall apply to any and all persons or corporations into whose hands either of said railroads may lawfully come, as well as to the original companies.

Date of effect. SEC. 7. This act shall take effect on and after the first day of July, anno Domini eighteen hundred and seventy-eight.

ACT OF MARCH 3, 1879.

20 Stat., 420. AN ACT making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and seventy-nine and for prior years, and for those heretofore treated as permanent, and for other purposes.

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POST-OFFICE DEPARTMENT.

* * * * *

Settlement of accounts of Pacific Railways. That for the proper adjustment of the accounts of the Union Pacific, Central Pacific, Kansas Pacific, Western Pacific, and Sioux City and Pacific Railroad Companies, respectively, for services which have been or may hereafter be performed for the Government for transportation of the Army and transportation of the mails, the Secretary of the Treasury is hereby authorized to make such entries upon the books of the Department as will carry to the credit of said companies the amount so earned or to be earned by them during each fiscal year and withheld under the provisions of section fifty-two hundred and sixty of the Revised Statutes and of the act of Congress approved May seventh, eighteen hundred and seventy-eight: *Provided*, That this shall not authorize the expenditure of any money from the Treasury nor change the method now provided by law for the auditing of such claims against the Government: *Provided further*, That this paragraph shall not be so construed as to be a disposition of any moneys due to or to become due to or from said companies respectively, or to, in any way, affect their rights or duties or the rights of the United States, under existing laws, it being only intended hereby to enable the proper accounting officers to state on the books of the Treasury the accounts between the the Government and said companies respectively.

R. S., 5260.
1878. ch. 75,
nte, 44.

Proviso.
No change of rights, &c.

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ACT OF MARCH 1, 1881.

21 Stat., 375. AN ACT making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1882, and for other purposes.

* * * * *

Railway post-office car service. For railway post-office car service, one million four hundred and twenty-six thousand dollars. And hereafter when any railroad company fail or refuse to provide railway post-office cars when required by the Post-Office Department, or shall fail or refuse to provide suitable safety-heaters and safety-lamps therefor, with such number of

Penalty for not providing railway post-office cars.

saws and axes to each car for use in case of accident as may be required by the Post-Office Department, said company shall have its pay reduced ten per centum on the rates fixed in section four thousand and two of the Revised Statutes, as amended by act of July twelfth, eighteen hundred and seventy-six, entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-seven, and for other purposes," and as further amended by the act of June seventeen, eighteen hundred and seventy-eight, entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-nine, and for other purposes." R. S., 4002, 1876.
ch. 179; 19 Stat..
78

ACT OF MARCH 3, 1881.

AN ACT making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June 30, 1882, and for other purposes. 21 Stat., 409.

* * * * *

OFFICE OF AUDITOR OF RAILROAD ACCOUNTS.—For Auditor, who shall hereafter be styled Commissioner of Railroads, four thousand five hundred dollars, &c.

* * * * *

ACT OF JUNE 30, 1882.

AN ACT making appropriations for the support of the Army for the fiscal year ending June 30, 1883, and for other purposes. 22 Stat., 120.

For the payment for Army transportation lawfully due such land-grant railroads as have not received aid in Government bonds, to be adjusted by the proper accounting officers in accordance with the decisions of the Supreme Court in cases decided under such land-grant acts, but in no case shall more than fifty per centum of the full amount of the service be paid, one hundred and twenty-five thousand dollars: *Provided*, That such compensation shall be computed upon the basis of the tariff rates for like transportation performed for the public at large, and shall be accepted as in full for all demands for said services: *And provided further*, That any such land-grant roads as shall file with the Secretary of the Treasury their written acceptance of this provision shall hereafter be paid for like service as herein provided; and all accounts of such railroads for services heretofore rendered shall be audited and paid as herein provided upon application of such roads and their acceptance of such sum in full of all claims for such services; and all laws inconsistent herewith are hereby repealed. Payment to land-grant railroads for transportation.

ACT OF MARCH 3, 1887.

AN ACT authorizing an investigation of the books, accounts, and methods of railroads which have received aid from the United States, and for other purposes. 24 Stat., 488.

* * * * *

SEC. 5. That the sinking-funds which are or may be held in the Treasury for the security of the indebtedness of either or all of said railroad companies may, in addition to the investments now authorized by law, be invested in any bonds of the United States heretofore issued for the benefit of either or all of said companies, or in any of the first-mortgage bonds of either of said companies which have been issued under the authority of any law of the United States and secured by mortgages of their roads and franchises, which by any law of the United States have been made prior and paramount to the mortgage, lien, or other security of the United States in respect of its advances to either of said companies as provided by law. Investment of sinking funds.

LAWS RELATING TO THE NORTHERN PACIFIC RAILROAD.

ACT OF JULY 2, 1864.

13 Stat., 365.

AN ACT granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget's Sound, on the Pacific coast, by the northern route.

Northern Pacific Railroad Company incorporated.

Name.

Empowered to lay out, construct, and enjoy a continuous railroad and telegraph line.

From Lake Superior, on a line north of the 45th degree of latitude, to Puget's Sound.

Right to construct a branch to Portland, Oreg.

Capital stock \$100,000,000.

Board of Commissioners appointed.

First meeting of commissioners to be held in Boston, Mass.

Officers to be chosen from the board of commissioners.

Books of subscriptions to be opened in such cities as the board may determine.

First meeting of subscribers to capital stock.

Thirteen directors to be elected by stockholders.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Richard D. Rice, John A. Poore, Samuel P. Strickland, Samuel C. Fessenden, * * * and all such other persons who shall or may be associated with them, and their successors, are hereby created and erected into a body corporate and politic, in deed and in law, by the name, style, and title of the "Northern Pacific Railroad Company," and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal. And said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph line, with the appurtenances, namely, beginning at a point on Lake Superior, in the State of Minnesota or Wisconsin; thence westerly by the most eligible railroad route, as shall be determined by said company, within the territory of the United States on a line north of the forty-fifth degree of latitude to some point on Puget's Sound, with a branch, via the valley of the Columbia River, to a point at or near Portland, in the State of Oregon, leaving the main trunk line at the most suitable place, not more than three hundred miles from its western terminus; and is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act as herein set forth. The capital stock of said company shall consist of one million shares of one hundred dollars each, which shall in all respects be deemed personal property, and shall be transferable in such manner as the by-laws of said corporation shall provide. The persons herein before named are hereby appointed commissioners, and shall be called the Board of Commissioners of the "Northern Pacific Railroad Company," and fifteen shall constitute a quorum for the transaction of business. The first meeting of said board of commissioners shall be held at the Melodion Hall, in the city of Boston, at such time as any five commissioners herein named from Massachusetts shall appoint, not more than three months after the passage of this act, notice of which shall be given by them to the other commissioners by publishing said notice in at least one daily newspaper in the cities of Boston, New York, Philadelphia, Cincinnati, Milwaukee, and Chicago, once a week at least four weeks previous to the day of meeting. Said board shall organize by the choice from its number of a president, vice-president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof as they may deem proper. The secretary shall be sworn to the faithful performance of his duties, and such oath shall be entered upon the records of the company, signed by him, and the oath verified thereon. The president and secretary of said board shall in like manner call all other meetings naming the time and place thereof. It shall be the duty of said board of commissioners to open books, or cause books to be opened, at such times, and in such principal cities or other places in the United States, as they, or a quorum of them, shall determine, within six months after the passage of this act, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions and to receipt therefor. So soon as twenty thousand shares shall in good faith be subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said board of commissioners shall appoint a time and place for the first meeting of the subscribers to the stock of said company, and shall give notice thereof in at least one newspaper in each State in which subscription books have been opened, at least fifteen days previous to the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by lawful proxy, then and there shall elect by ballot thirteen directors for said corporation; and in such election each share of said capital stock shall entitle the owner thereof to one vote. The president and secretary of the board of commission-

ers, and, in case of their absence or inability, any two of the officers of said board, shall act as inspectors of said election, and shall certify under their hands the names of the directors elected at said meeting; and the said commissioners, the treasurer, and secretary, shall then deliver over to said directors all the properties, subscription books, and other books in their possession, and thereupon the duties of said commissioners and the officers previously appointed by them, shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. Annual meetings of the stockholders of the said corporation for the choice of officers (when they are to be chosen) and for the transaction of business, shall be holden at such time and place and upon such notice as may be prescribed in the by-laws.

Commissioners to deliver to directors all properties, &c.

Annual meetings to be held as prescribed in by-laws.

SEC. 2. *And be it further enacted*, That the right of way through the public lands be, and the same is hereby, granted to said "Northern Pacific Railroad Company," its successors and assigns, for the construction of a railroad and telegraph as proposed; and the right, power, and authority is hereby given to said corporation to take from the public lands, adjacent to the line of said road, material of earth, stone, timber, and so forth, for the construction thereof. Said way is granted to said railroad where it may pass through the public domain, including all necessary ground for station building, workshops, depots, machine-shops, switches, side tracks, turn-tables, and water-stations; and the right of way shall be exempt from taxation within the Territories of the United States. The United States shall extinguish, as rapidly as may be consistent with public policy and the welfare of the said Indians, the Indian titles to all lands falling under the operation of this act, and acquired in the donation to the [road] named in this bill.

Grant of right of way.

Authority to take from adjacent lands material for construction.

Right of way 200 feet in width on each side of said railroad.

Right of way exempt from taxation.

Indian titles to be extinguished by the United States.

Grant of land.

SEC. 3. *And be it further enacted*, That there be, and hereby is, granted to the "Northern Pacific Railroad Company," its successors and assigns, for the purpose of aiding in the construction of said railroad and telegraph line to the Pacific coast, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores, over the route of said line of railway, every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile, on each side of said railroad line, as said company may adopt, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad whenever it passes through any State, and whenever on the line thereof, the United States have full title, not reserved, sold, granted, or otherwise appropriated, and free from pre-emption, or other claims or rights, at the time the line of said road is definitely fixed, and plat thereof filed in the office of the Commissioner of the General Land Office; and whenever, prior to said time, any of said sections or parts of sections shall have been granted, sold, reserved, occupied by homestead settlers, or pre-empted, or otherwise disposed of, other lands shall be selected by said company in lieu thereof, under the direction of the Secretary of the Interior, in alternate sections, and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections: *Provided*, That if said route shall be found upon the line of any other railroad route to aid in the construction of which lands have been heretofore granted by the United States, as far as the routes are upon the same general line, the amount of land heretofore granted shall be deducted from the amount granted by this act: *Provided further*, That the railroad company receiving the previous grant of land may assign their interest to said "Northern Pacific Railroad Company," or may consolidate, confederate, and associate with said company upon the terms named in the first section of this act: *Provided further*, That all mineral lands be, and the same are hereby, excluded from the operations of this act, and in lieu thereof a like quantity of unoccupied and unappropriated agricultural lands, in odd-numbered sections, nearest to the line of said road may be selected as above provided: *And provided further*, That the word "mineral," when it occurs in this act, shall not be held to include iron or coal: *And provided further*, That no money shall be drawn from the Treasury of the United States to aid in the construction of the said "Northern Pacific Railroad."

Forty sections per mile in the Territories.

Twenty sections per mile in the States.

Other lands in lieu of those reserved, &c.

Land limits.

If route is upon the line of any other aided road former grant shall be deducted.

Road having previous grant may assign.

"Mineral" lands not granted.

Agricultural lands may be selected in lieu of mineral lands.

"Mineral" does not include iron or coal.

SEC. 4. *And be it further enacted*, That whenever said "Northern Pacific Railroad Company" shall have twenty five consecutive miles of any portion of said railroad and telegraph line ready for the service contemplated the President of the United States shall appoint three commissioners to examine the same, and if it shall appear that twenty-

The President to appoint three commissioners to examine road.

Commissioners
to report to the
President.

Proviso as to
lands in Minne-
sota.

Proviso as to
road previously
built.

Road to be con-
structed as a
"first-class" rail-
road.

Rails of Ameri-
can iron. (See
res. 16 Stat., 378.)
Gauge to be
uniform.

Telegraph line.
Condition as to
charges for Gov-
ernment trans-
portation and tel-
egraphic service.

Other roads
may form run-
ning connections
on equitable
terms.

Lands to be
surveyed as fast
as construction
of road may re-
quire.

Government
lands not to be
sold for less than
\$2.50 per acre.

Authorizes
company to take
any lands neces-
sary for construc-
tion of its road.

200 feet on each
side.

Lands for de-
pots, etc.

Damages to be
determined by
commissions.

five consecutive miles of said road and telegraph line have been completed in a good, substantial, and workmanlike manner, as in all other respects required in this act, the commissioners shall so report to the President of the United States, and patents of lands as aforesaid shall be issued to said company, confirming to said company the right and title to said lands, situated opposite to, and conterminous with, said completed section of said road; and, from time to time, whenever twenty-five additional consecutive miles shall have been constructed, completed, and in readiness as aforesaid, and verified by said commissioners to the President of the United States, then patents shall be issued to said company conveying the additional sections of land as aforesaid, and so on as fast as every twenty-five miles of said road is completed as aforesaid: *Provided*, That no more than ten sections of land per mile, as said road shall be completed, shall be conveyed to said company for all that part of said railroad lying east of the western boundary of the State of Minnesota, until the whole of said railroad shall be finished and in good running order, as a first-class railroad, from the place of beginning on Lake Superior to the western boundary of Minnesota: *Provided also*, That lands shall not be granted under the provisions of this act on account of any railroad, or part thereof, constructed at the date of the passage of this act.

SEC. 5. *And be it further enacted*, That said Northern Pacific Railroad shall be constructed in a substantial and workmanlike manner, with all the necessary draws, culverts, bridges, viaducts, crossings, turnouts, stations, and watering places, and all other appurtenances, including furniture, and rolling stock, equal in all respects to railroads of the first class, when prepared for business, with rails of the best quality, manufactured from American iron. And a uniform gauge shall be established throughout the entire length of the road. And there shall be constructed a telegraph line, of the most substantial and approved description, to be operated along the entire line: *Provided*, That the said company shall not charge the Government higher rates than they do individuals for like transportation and telegraphic service. And it shall be the duty of the Northern Pacific Railroad Company to permit any other railroad which shall be authorized to be built by the United States, or by the legislature of any Territory or State in which the same may be situated, to form running connections with it, on fair and equitable terms.

SEC. 6. *And be it further enacted*, That the President of the United States shall cause the lands to be surveyed for forty miles in width on both sides of the entire line of said road, after the general route shall be fixed, and as fast as may be required by the construction of said railroad; and the odd sections of land hereby granted shall not be liable to sale, or entry, or pre-emption before or after they are surveyed, except by said company, as provided in this act; but the provisions of the act of September, eighteen hundred and forty-one, granting pre-emption rights, and the acts amendatory thereof, and of the act entitled "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty-two, shall be, and the same is hereby, extended to all other lands on the line of said road, when surveyed, excepting those hereby granted to said company. And the reserved alternate sections shall not be sold by the Government at a price less than two dollars and fifty cents per acre, when offered for sale.

SEC. 7. *And be it further enacted*, That the said "Northern Pacific Railroad Company" be, and is hereby, authorized and empowered to enter upon, purchase, take, and hold any lands or premises that may be necessary and proper for the construction and working of said road, not exceeding in width two hundred feet on each side of the line of its railroad, unless a greater width be required for the purpose of excavation or embankment; and also any lands or premises that may be necessary and proper for turnouts, standing places for cars, depots, station-houses, or any other structures required in the construction and working of said road. And the said company shall have the right to cut and remove trees and other material that might, by falling, encumber its road-bed, though standing or being more than two hundred feet from the line of said road. And in case the owner of such lands or premises and the said company cannot agree as to the value of the premises taken, or to be taken for the use of said road, the value thereof shall be determined by the appraisal of three disinterested commissioners, who may be appointed, upon application by either party, to any court of record in

any of the Territories in which the lands or premises to be taken lie; and said commissions, in their assessment of damages, shall appraise such premises at what would have been the value thereof if the road had not been built. And upon return into court of such appraisement, and upon the payment into the same of the estimated value of the premises taken for the use and benefit of the owner thereof, said premises shall be deemed to be taken by said company, which shall thereby acquire full title to the same for the purpose aforesaid. And either party feeling aggrieved at said appraisement may, within thirty days after the same has been returned into court, file an appeal therefrom, and demand a jury of twelve men to estimate the damage sustained; but such appeal shall not interfere with the rights of said company to enter upon the premises taken, or to do any act necessary and proper in the construction of its road. And said party appealing shall give bonds, with sufficient surety or sureties, for the payment of any cost that may arise upon such appeal; and in case the party appealing does not obtain a verdict, increasing or diminishing, as the case may be, the award of the commissioners, such party shall pay the whole cost incurred by the appellee, as well as his own, and the payment into court, for the use of the owner of said premises taken, of a sum equal to that finally awarded, shall be held to vest in said company the title of said land, and of the right to use and occupy the same for the construction, maintenance, and operation of said road. And in case any of the lands to be taken, as aforesaid, shall be held by any infant, femme covert, non compos, insane person, or persons residing without the Territory within which the lands to be taken lie, or person subjected to any legal disability, the court may appoint a guardian for any party under any disqualification, to appear in proper person, who shall give bonds, with sufficient surety or sureties, for the proper and faithful execution of his trust, and who may represent in court the person disqualified, as aforesaid, from appearing, when the same proceedings shall be had in reference to the appraisement of the premises to be taken for the use of said company, and with the same effect as has been already described; and the title of the company to the lands taken by virtue of this act shall not be affected or impaired by reason of any failure by any guardian to discharge faithfully his trust. And in case any party shall have a right or claim to any land for a term of years, or any interest therein, in possession, reversion, or remainder, the value of any such estate, less than a fee simple, shall be estimated and determined in the manner hereinbefore set forth. And in case it shall be necessary for the company to enter upon any lands which are unoccupied, and of which there is no apparent owner or claimant, it may proceed to take and use the same for the purposes of said railroad, and may institute proceedings, in manner described, for the purpose of ascertaining the value of, and acquiring title to, the same; but the judge of the court hearing said suit shall determine the kind of notice to be served on such owner or owners, and he may in its discretion appoint an agent or guardian to represent such owner or owners in case of his or their incapacity or non-appearance. But in case no claimant shall appear within six years from the time of the opening of said road across any land, all claims to damages against said company shall be barred.

Procedure.

What proceedings in cases of lands held by any infant or person subject to any legal disability.

Other proceedings.

Proceedings when lands are unoccupied.

Claims barred if not made within six years.

SEC. 8. *And be it further enacted*, That each and every grant, right, and privilege herein are so made and given to, and accepted by said Northern Pacific Railroad Company, upon and subject to the following conditions, namely: that the said company shall commence the work on said road within two years from the approval of this act by the President, and shall complete not less than fifty miles per year after the second year, and shall construct, equip, furnish, and complete the whole road by the fourth day of July, anno Domini eighteen hundred and seventy-six.

Grants made subject to certain conditions.

Whole road to be completed by July 4, 1876.

Joint res. May 7, 1866, time extended two years; joint res. July 1, 1868, sec. 8; amended.

SEC. 9. *And be it further enacted*, That the United States make the several conditioned grants herein, and that the said Northern Pacific Railroad Company accept the same, upon the further condition that if the said company make any breach of the conditions hereof, and allow the same to continue for upwards of one year, then, in such case, at any time hereafter, the United States, by its Congress, may do any and all acts and things which may be needful and necessary to insure a speedy completion of the said road.

Congress may do anything necessary to insure a speedy completion of the road.

SEC. 10. *And be it further enacted*, That all people of the United States shall have the right to subscribe to the stock of the Northern Pacific

All people of the United States

may subscribe to the stock, until whole amount is taken up.

No bonds to be issued without consent of Congress.

To be a post-route and military road.

Congress may restrict charges for Government transportation.

Company to accept terms, conditions, &c., within two years.

Annual report to be verified by affidavits of president and six directors of company.

Election of president and vice-president from board of directors.

Treasurer and secretary.

Term of office of president, vice-president, and directors not to exceed three years.

Directors empowered to make by-laws, rules, and regulations.

Directors may fill vacancies in board.

Directors empowered to appoint engineers, agents, &c.

Directors to require payment of ten per centum cash assessment, and balance of subscription when needed.

Railroad Company until the whole capital named in this act of incorporation is taken up, by complying with the terms of subscription; and no mortgage or construction bonds shall ever be issued by said company on said road, or mortgage, or lien made in any way, except by the consent of the Congress of the United States.

SEC. 11. *And be it further enacted*, That said Northern Pacific Railroad, or any part thereof, shall be a post-route and a military road, subject to the use of the United States, for postal, military, naval, and all other Government service, and also subject to such regulations as Congress may impose restricting the charges for such Government transportation.

SEC. 12. *And be it further enacted*, That the acceptance of the terms, conditions, and impositions of this act by the said Northern Pacific Railroad Company shall be signified in writing under the corporate seal of said company, duly executed pursuant to the directions of its board of directors first had and obtained, which acceptance shall be made within two years after the passage of this act, and not afterwards, and shall be served on the President of the United States.

SEC. 13. *And be it further enacted*, That the directors of said company shall make an annual report of their proceedings and expenditures, verified by the affidavits of the president and at least six of the directors, and they shall, from time to time, fix, determine, and regulate the fares, tolls, and charges to be received and paid for transportation of persons and property on said road, or any part thereof.

SEC. 14. *And be it further enacted*, That the directors chosen in pursuance of the first section of this act shall, as soon as may be after their election, elect from their own number a president and vice-president; and said board of directors shall, from time to time, and as soon as may be after their election, choose a treasurer and secretary, who shall hold their offices at the will and pleasure of the board of directors. The treasurer and secretary shall give such bonds, with such security as the said board from time to time may require. The secretary shall, before entering upon his duty, be sworn to the faithful discharge thereof, and said oath shall be made a matter of record upon the books of said corporation. No person shall be a director of said company unless he shall be a stockholder, and qualified to vote for directors at the election at which he shall be chosen.

SEC. 15. *And be it further enacted*, That the president, vice-president, and directors shall hold their offices for the period indicated in the by-laws of said company, not exceeding three years, respectively, and until others are chosen in their place, and qualified. In case it shall so happen that an election of directors shall not be made on any day appointed by the by-laws of said company, the corporation shall not for that excuse be deemed to be dissolved, but such election may be holden on any day which shall be appointed by the directors. The directors, of whom seven, including the president, shall be a quorum for the transaction of business, shall have full power to make and prescribe such by-laws, rules, and regulations as they shall deem needful and proper touching the disposition and management of the stock, property, estate, and effects of the company, the transfer of shares, the duties and conduct of their officers and servants touching the election and meeting of the directors, and all matters whatsoever which may appertain to the concerns of said company; and the said board of directors may have full power to fill any vacancy or vacancies that may occur from any cause or causes from time to time in their said board. And the said board of directors shall have power to appoint such engineers, agents, and subordinates as may from time to time be necessary to carry into effect the object of the company, and to do all acts and things touching the location and construction of said road.

SEC. 16. *And be it further enacted*, That it shall be lawful for the directors of said company to require payment of the sum of ten per centum cash assessment upon all subscriptions received of all subscribers, and the balance thereof at such times and in such proportions and on such conditions as they shall deem to be necessary to complete the said road and telegraph line within the time in this act prescribed. Sixty days' previous notice shall be given of the payments required, and of the time and place of payment, by publishing a notice once a week in one daily newspaper in each of the cities of Boston, New York, Philadelphia, and Chicago; and in case any stockholder shall neglect or refuse to pay, in pursuance of such notice, the stock held by such person

shall be forfeited absolutely to the use of the company, and also any payment or payments that shall have been made on account thereof, subject to the condition that the board of directors may allow the redemption on such terms as they may prescribe.

SEC. 17. *And be it further enacted*, That the said company is authorized to accept to its own use any grant, donation, loan, power, franchise, aid, or assistance which may be granted to, or conferred upon, said company by the Congress of the United States, by the legislature of any State, or by any corporation, person, or persons; and said corporation is authorized to hold and enjoy any such grant, donation, loan, power, franchise, aid, or assistance, to its own use for the purpose aforesaid.

SEC. 18. *And be it further enacted*, That said Northern Pacific Railroad Company shall obtain the consent of the legislature of any State through which any portion of said railroad line may pass previous to commencing the construction thereof; but said company may have the right to put on engineers and survey the route before obtaining the consent of the legislature.

SEC. 19. *And be it further enacted*, That unless said Northern Pacific Railroad Company shall obtain *bona fide* subscriptions to the stock of said company to the amount of two millions of dollars, with ten per centum paid within two years after the passage and approval of this act, it shall be null and void.

SEC. 20. *And be it further enacted*, That the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the Government at all times (but particularly in time of war) the use and benefits of the same for postal, military, and other purposes, Congress may, at any time, having due regard for the rights of said Northern Pacific Railroad Company, add to, alter, amend, or repeal this act.

JOINT RESOLUTION OF MAY 7, 1866.

No. 34.—A RESOLUTION extending the time for the completion of the Union Pacific Railway, eastern division. 14 Stat., 355.

SEC. 2. *And be it further resolved*, That the time for commencing, and completing the Northern Pacific Railroad, and all its several sections, is extended for the term of two years.

ACT OF JUNE 25, 1863.

(Repealed.)

AN ACT relative to filing reports of railroad companies.

15 Stat., 79.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the reports required to be made to the Secretary of the Treasury on or before the first day of July of each year, by the corporations created by or entitled to subsidies under the provisions of an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July first, eighteen hundred and sixty-two, and the acts supplemental to and amendatory thereof, shall hereafter be made to the Secretary of the Interior, on or before the first day of October of each year. Said reports shall furnish full and specific information upon the several points mentioned in the twentieth section of the said act of eighteen hundred and sixty-two, and shall be verified as therein prescribed, and on failure to make the same as herein required, the issue of bonds or patents to the company in default shall be suspended until the requirements of this act shall be complied with by such company. And the reports hitherto made to the Secretary of the Treasury under the said act of July first, eighteen hundred and sixty-two, shall be transferred and delivered by him to the Secretary of the Interior to be filed by him.

Northern Pacific, Atlantic and Pacific and Southern Pacific Railroad Companies to report at same time as the Union Pacific Railroad Company.

Reports of examining commissioners to be addressed to and filed in the Department of the Interior.

Annual reports of officers to be furnished annually to the Secretary of the Interior.

SEC. 2. *And be it further enacted*, That the corporations created by the provisions of the acts of Congress approved July second, eighteen hundred and sixty-four, and July twenty-seventh, eighteen hundred and sixty-six, and known as the Northern Pacific Railroad Company, the Atlantic and Pacific Railroad Company, and the Southern Pacific Railroad Company, shall make reports to the Secretary of the Interior on or before the first of October of each year, as are required to be made by the Union Pacific Railroad and branches, under the provisions of the first section of this act, and on failure so to do, shall be subject to the like suspension.

SEC. 3. *And be it further enacted*, That the reports required from the commissioners appointed to examine and report in relation to the road of any of the corporations whereto reference is made in this act, shall be addressed to and filed in the Department of the Interior; and all such reports heretofore made shall be transferred to and filed in said Department of the Interior; and so much of any and all acts as requires any reports from such companies, or any officers thereof, to be made to the Secretary of the Treasury, is hereby repealed.

SEC. 4. *And be it further enacted*, That, in addition to the eight subjects referred to in section twenty of the act of July, eighteen hundred and sixty-two, to be reported upon, there shall also be furnished annually to the Secretary of the Interior all reports of engineers, superintendents, or other officers who make annual reports to any of said railroad companies.

(The foregoing act was repealed by act of Congress, approved June 19, 1878, 20 U. S. Stat., 169.)

JOINT RESOLUTION OF JULY 1, 1868.

15 Stat., p. 255. No. 47.—JOINT RESOLUTION extending the time for the completion of the Northern Pacific Railroad.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That section eight of an act entitled "An act granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific coast," is hereby so amended as to read as follows: That each and every grant, right, and privilege herein, are so made and given to and accepted by said Northern Pacific Railroad Company upon and subject to the following conditions, namely: That the said company shall commence the work on said road within two years from and after the second day of July, eighteen hundred and sixty-eight, and shall complete not less than one hundred miles per year after the second year thereafter, and shall construct, equip, furnish, and complete the whole road by the fourth day of July, anno Domini eighteen hundred and seventy-seven.

JOINT RESOLUTION OF MARCH 1, 1869.

15 Stat., 346. No. 15.—JOINT RESOLUTION granting the Consent of Congress provided for in section ten of the Act incorporating the Northern Pacific Railroad Company, approved July second, eighteen hundred and sixty-four.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of the Congress of the United States is hereby given to the Northern Pacific Railroad Company to issue its bonds, and to secure the same by mortgage upon its railroad and its telegraph line, for the purpose of raising funds with which to construct said railroad and telegraph line between Lake Superior and Puget Sound, and also upon its branch to a point at or near Portland, Oregon; and the term "Puget Sound," as used here and in the act incorporating said company, is hereby construed to mean all the waters connected with the Straits of Juan de Fuca within the territory of the United States.

JOINT RESOLUTION OF APRIL 10, 1869.

No. 20.—JOINT RESOLUTION granting Right of Way for the Construction of a Railroad from a Point at or near Portland, Oregon, to a Point west of the Cascade Mountains, in Washington Territory. 16 Stat., 57.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Northern Pacific Railroad Company be, and hereby is, authorized to extend its branch line from a point at or near Portland, Oregon, to some suitable point on Puget Sound, to be determined by said company, and also to connect the same with its main line west of the Cascade mountains, in the Territory of Washington; said extension being subject to all the conditions and provisions, and said company in respect thereto being entitled to all the rights and privileges conferred by the act incorporating said company, and all acts additional to and amendatory thereof: *Provided,* That said company shall not be entitled to any subsidy in money, bonds, or additional lands of the United States, in respect to said extension of its branch line as aforesaid, except such lands as may be included in the right of way on the line of such extension as it may be located: *And provided further,* That at least twenty-five miles of said extension shall be constructed before the second day of July, eighteen hundred and seventy-one, and forty miles per year thereafter until the whole of said extension shall be completed.

Company authorized to extend its branch line from Portland to Puget Sound.

Not entitled hereby to any subsidy or additional lands.

RESOLUTION OF MAY 31, 1870.

No. 67.—A RESOLUTION authorizing the Northern Pacific Railroad Company to issue its Bonds for the Construction of its road and to secure the same by Mortgage, and for other Purposes. 16 Stat., 378.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Northern Pacific Railroad Company be, and hereby is, authorized to issue its bonds to aid in the construction and equipment of its road, and to secure the same by mortgage on its property and rights of property of all kinds and descriptions, real, personal, and mixed, including its franchises as a corporation; and, as proof and notice of its legal execution and effectual delivery, said mortgage shall be filed and recorded in the office of the Secretary of the Interior; and also to locate and construct, under the provisions and with the privileges, grants, and duties provided for in its act of incorporation, its main road to some point on Puget Sound, via the valley of the Columbia River, with the right to locate and construct its branch from some convenient point on its main trunk line across the Cascade Mountains to Puget Sound; and in the event of there not being in any State or Territory in which said main line or branch may be located, at the time of the final location thereof, the amount of lands per mile granted by Congress to said company, within the limits prescribed by its charter, then said company shall be entitled, under the directions of the Secretary of the Interior, to receive so many sections of land belonging to the United States, and designated by odd numbers, in such State or Territory, within ten miles on each side of said road, beyond the limits prescribed in said charter, as will make up such deficiency, on said main line or branch, except mineral and other lands as exempted in the charter of said company of eighteen hundred and sixty-four, to the amount of the lands that have been granted, sold, reserved, occupied by homestead settlers, pre-empted, or otherwise disposed of subsequent to the passage of the act of July two, eighteen hundred and sixty-four, and that twenty-five miles of said main line between its western terminus and the city of Portland, in the State of Oregon, shall be completed by the first day of January, anno Domini eighteen hundred and seventy-two, and forty miles of the remaining portion thereof each year thereafter until the whole shall be completed between said points: *Provided,* That all lands hereby granted to said company which shall not be sold or disposed of or remain subject to the mortgage by this act authorized, at the expiration of five years after the completion of the entire road, shall be subject to settlement and preëmption like other lands, at a price to be paid to said company not exceeding two dollars and fifty cents per acre; and if the mortgage hereby authorized shall at any time be enforced by foreclos-

Authorized to issue mortgage bonds for construction and equipment of road.

Mortgage to be filed and recorded in the office of the Secretary of the Interior.

Authorized to locate its main road via Columbia River, with a branch across the Cascade Mountains to Puget Sound.

Limits within which indemnity lands may be obtained increased ten miles, being sixty miles on each side of the road.

Company's lands unsold and not mortgaged subject to settlement at not over \$2.50 per acre five years after completion of the entire road.

American iron or steel, manufactured from American ores exclusively, shall only be used.

Congress reserves the right to alter or amend.

ure or other legal proceeding, or the mortgaged lands hereby granted, or any of them, be sold by the trustees to whom such mortgage may be executed, either at its maturity or for any failure or default of said company under the terms thereof, such lands shall be sold at public sale, at places within the States and Territories in which they shall be situate, after not less than sixty days previous notice, in single sections or subdivisions thereof, to the highest and best bidder: *Provided further,* That in the construction of the said railroad, American iron or steel only shall be used, the same to be manufactured from American ores exclusively.

SEC. 2. *And be it further resolved,* That Congress may at any time alter or amend this joint resolution, having due regard to the rights of said company and any other parties.

LAWS RELATING TO THE ATLANTIC AND PACIFIC RAILROAD.

ACT OF JULY 27, 1866.

14 Stat., 292.

AN ACT granting Lands to aid in the Construction of a Railroad and Telegraph Line from the States of Missouri and Arkansas to the Pacific Coast.

Atlantic and Pacific Railroad Company incorporated.

Name.

Empowered to lay out, construct, and enjoy a continuous railroad and telegraph line.

From Springfield, Mo., via Albuquerque, N. Mex., along the 35th parallel of latitude, to the Pacific.

Right to construct a branch from Canadian River to a point near Van Buren, Ark.

Capital stock, \$100,000,000.

Board of commissioners appointed.

First meeting of commissioners to be held in St. Louis, Mo.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That John B. Brown, Anson P. Morrill, Samuel F. Hersey, William G. Crosby, Samuel E. Spring, Samuel P. Dinsmore, of Maine; * * * and all such other persons who shall or may be associated with them, and their successors, are hereby created and erected into a body corporate and politic, in deed and in law, by the name, style, and title of the "Atlantic and Pacific Railroad Company," and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal. And said corporation is hereby authorized and empowered to lay out, locate, and construct, furnish, maintain, and enjoy, a continuous railroad and telegraph line, with the appurtenances, namely: Beginning at or near the town of Springfield, in the State of Missouri, thence to the western boundary line of said State, and thence by the most eligible railroad route as shall be determined by said company to a point on the Canadian River, thence to the town of Albuquerque, on the River Del Norte, and thence by way of the Agua Frio, or other suitable pass, to the head waters of the Colorado Chiquito, and thence, along the thirty-fifth parallel of latitude as near as may be found most suitable for a railway route, to the Colorado River, at such point as may be selected by said company for crossing; thence, by the most practicable and eligible route, to the Pacific. The said company shall have the right to construct a branch from the point at which the road strikes the Canadian River eastwardly, along the most suitable route as selected, to a point in the western boundary line of Arkansas, at or near the town of Van Buren. And the said company is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act, as herein set forth. The capital stock of said company shall consist of one million shares of one hundred dollars each, which shall in all respects be deemed personal property, and shall be transferable in such manner as the laws of said corporation shall provide. The persons hereinbefore named are hereby appointed commissioners, and shall be called the board of commissioners of the "Atlantic and Pacific Railroad Company," and fifteen shall constitute a quorum for the transaction of business. The first meeting of said board of commissioners shall be held at the Turner Hall, in the city of Saint Louis, on the first day of October, anno Domini eighteen hundred and sixty-six, or at such time within three months thereafter as any ten commissioners herein named from Missouri shall appoint, notice of which shall be given by them to the other commissioners by publishing said notice in at least one daily newspaper in the cities of Boston, New York, Cincinnati, Saint Louis, Memphis, and Nashville, once a week for at least four weeks previous to the day of meeting. Said board shall organize

by the choice from its number of a president, vice-president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof, as they may deem proper. The secretary shall be sworn to the faithful performance of his duties, and such oath shall be entered upon the records of the company, signed by him, and the oath verified thereon. The president and secretary of said boards shall, in like manner, call other meetings, naming the time and place thereof. It shall be the duty of said board of commissioners to open books, or cause books to be opened, at such times and in such principal cities or other places in the United States as they or a quorum of them shall determine, within twelve months after the passage of this act, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions, and to receipt therefor. So soon as ten thousand shares shall in good faith be subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said board of commissioners shall appoint a time and place for the first meeting of the subscribers to the stock of said company, and shall give notice thereof in at least one newspaper in each State in which subscription books have been opened, at least fifteen days previous to the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by lawful proxy, then and there shall elect, by ballot, thirteen directors for said corporation; and in such election each share of said capital stock shall entitle the owner thereof to one vote. The president and secretary of the board of commissioners, and in case of their absence or inability any two of the officers of said board, shall act as inspectors of said election, and shall certify, under their hands, the names of the directors elected at said meeting. And the said commissioners, treasurer, and secretary shall then deliver over to said directors all the moneys, properties, subscription books, and other books in their possession, and thereupon the duties of said commissioners and the officers previously appointed by them shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. Annual meetings of the stockholders of the said corporation for the choice of officers (when they are to be chosen), and for the transaction of business, shall be holden at such time and place and upon such notice as may be prescribed in the by-laws.

Organization of board.

President and secretary to call other meetings.

Duty of the board of commissioners to open books for subscriptions to stock.

First meeting of subscribers to stock.

Thirteen directors to be elected by stockholders.

Commissioners to deliver over to the directors all the moneys, properties, books, &c.

Annual meetings of stockholders.

Grant of right of way.

Authority to take from adjacent lands materials for construction.

Right of way 100 feet in width on each side of said railroad.

Right of way exempt from taxation.

Indian titles to be extinguished by the United States.

Grant of lands.

Forty sections per mile in the Territories.

Twenty sections per mile in the States.

SEC. 2. *And be it further enacted*, That the right of way through the public lands be, and the same is hereby, granted to the said Atlantic and Pacific Railroad Company, its successors and assigns, for the construction of a railroad and telegraph as proposed; and the right, power, and authority is hereby given to said corporation to take from the public lands adjacent to the line of said road material of earth, stone, timber, and so forth, for the construction thereof. Said way is granted to said railroad to the extent of one hundred feet in width on each side of said railroad where it may pass through the public domain, including all necessary grounds for station-buildings, workshops, depots, machine-shops, switches, side-tracks, turn tables, and water-stations; and the right of way shall be exempt from taxation within the Territories of the United States. The United States shall extinguish, as rapidly as may be consistent with public policy and the welfare of the Indians, and only by their voluntary cession, the Indian title to all lands falling under the operation of this act and acquired in the donation to the road named in the act.

SEC. 3. *And be it further enacted*, That there be, and hereby is, granted to the Atlantic and Pacific Railroad Company, its successors and assigns, for the purpose of aiding in the construction of said railroad and telegraph line to the Pacific Coast, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores, over the route of said line of railway and its branches, every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile, on each side of said railroad line, as said company may adopt, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad whenever it passes through any State, and whenever, on the line thereof, the United States have full title, not reserved, sold, granted, or otherwise appropriated, and free from pre-emption or other claims or rights, at the time the line of said road is designated by a plat thereof, filed in the office of the commissioner

Other lands may be selected in lieu of those reserved.

Land limits. If route is upon the line of any other aided road former grant shall be deducted.

Road having previous grant may assign.

"Mineral" lands not granted.

Agricultural lands in lieu of mineral lands.

"Mineral" does not include iron or coal.

The President to appoint three Commissioners to examine road.

Commissioners to report, under oath, to the President.

Road to be constructed as a "first-class" railroad.

Rails to be of American iron.

Gauge to be uniform.

Telegraph line.

Condition as to charges for Government transportation and telegraphic service.

Other roads may form running connections on equitable terms.

Lands to be surveyed as fast as construction of road may require.

of the General Land-Office; and whenever, prior to said time, any of said sections or parts of sections shall have been granted, sold, reserved, occupied by homestead settlers, or pre-empted, or otherwise disposed of, other lands shall be selected by said company in lieu thereof, under the direction of the Secretary of the Interior, in alternate sections, and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections, and not including the reserved numbers: *Provided*, That if said route shall be found upon the line of any other railroad route, to aid in the construction of which lands have been heretofore granted by the United States, as far as the routes are upon the same general line, the amount of land heretofore granted shall be deducted from the amount granted by this act: *Provided further*, That the railroad company receiving the previous grant of land may assign their interest to said "Atlantic and Pacific Railroad Company," or may consolidate, confederate, and associate with said company upon the terms named in the first and seventeenth sections of this act: *Provided further*, That all mineral lands be, and the same are hereby, excluded from the operations of this act, and in lieu thereof a like quantity of unoccupied and unappropriated agricultural lands in odd-numbered sections nearest to the line of said road, and within twenty miles thereof, may be selected as above provided: *And provided further*, That the word "mineral," when it occurs in this act, shall not be held to include iron or coal: *And provided further*, That no money shall be drawn from the Treasury of the United States to aid in the construction of the said "Atlantic and Pacific Railroad."

SEC. 4. *And be it further enacted*, That whenever said Atlantic and Pacific Railroad Company shall have twenty-five consecutive miles of any portion of said railroad and telegraph line ready for the service contemplated, the President of the United States shall appoint three commissioners to examine the same, who shall be paid a reasonable compensation for their services by the company, to be determined by the Secretary of the Interior; and if it shall appear that twenty-five consecutive miles of said road and telegraph line have been completed in a good, substantial and workman-like manner, as in all other respects required by this act, the commissioners shall so report under oath, to the President of the United States, and patents of lands, as aforesaid, shall be issued to said company, confirming to said company the right and title to said lands situated opposite to and coterminous with said completed section of said road. And from time to time, whenever twenty-five additional consecutive miles shall have been constructed, completed, and in readiness as aforesaid, and verified by said commissioners to the President of the United States, then patents shall be issued to said company conveying the additional sections of land as aforesaid, and so on as fast as every twenty-five miles of said road is completed as aforesaid.

SEC. 5. *And be it further enacted*, That said Atlantic and Pacific Railroad shall be constructed in a substantial and workman-like manner, with all the necessary draws, culverts, bridges, viaducts, crossings, turn-outs, stations and watering-places, and all other appurtenances, including furniture and rolling-stock, equal in all respects to railroads of the first-class when prepared for business, with rails of the best quality, manufactured from American iron. And a uniform gauge shall be established throughout the entire length of the road. And there shall be constructed a telegraph line, of the most substantial and approved description, to be operated along the entire line: *Provided*, That the said company shall not charge the Government higher rates than they do individuals for like transportation and telegraphic service. And it shall be the duty of the Atlantic and Pacific Railroad Company to permit any other railroad which shall be authorized to be built by the United States, or by the legislature of any Territory or State in which the same may be situated, to form running connections with it, on fair and equitable terms.

SEC. 6. *And be it further enacted*, That the President of the United States shall cause the lands to be surveyed for forty miles in width on both sides of the entire line of said road after the general route shall be fixed, and as fast as may be required by the construction of said railroad; and the odd sections of land hereby granted shall not be liable to sale or entry, or pre-emption, before or after they are surveyed, except by said company, as provided in this act; but the provision of the act of September, eighteen hundred and forty-one, granting pre-

emption rights, and the act amendatory thereof, and of the act entitled "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty-two, shall be, and the same are hereby, extended to all other lands on the line of said road when surveyed, excepting those hereby granted to said company.

SEC. 7. *And be it further enacted*, That the said Atlantic and Pacific Railroad Company be, and is hereby, authorized and empowered to enter upon, purchase, take, and hold any lands or premises that may be necessary and proper for the construction and working of said road, not exceeding in width one hundred feet on each side of the line of its railroad, unless a greater width be required for the purposes of excavation or embankment; and also any lands or premises that may be necessary and proper for turn-outs, standing places for cars, depots, station-houses, or any other structures required in the construction and working of said road. And the said company shall have the right to cut and remove trees and other material that might, by falling, incumber its road-bed, though standing or being more than two hundred feet from the line of said road. And in case the owner of such lands or premises and the said company cannot agree as to the value of the premises taken, or to be taken, for the use of said road, the value thereof shall be determined by the appraisal of three disinterested commissioners, who may be appointed upon application by either party to any court of record in any of the Territories in which the lands or premises to be taken lie; and said commissioners, in their assessment of damages, shall appraise such premises at what would have been the value thereof if the road had not been built. And upon return into court of such appraisement, and upon the payment into the same of the estimated value of the premises taken for the use and benefit of the owner thereof, said premises shall be deemed to be taken by said company, which shall thereby acquire full title to the same for the purposes aforesaid. And either party feeling aggrieved at said appraisement may, within thirty days after the same has been returned into court, file an appeal therefrom, and demand a jury of twelve men to estimate the damage sustained; but such appeal shall not interfere with the rights of said company to enter upon the premises taken, or to do any act necessary and proper in the construction of its road. And said party appealing shall give bonds, with sufficient surety or sureties, for the payment of any cost that may arise upon such appeal; and in case the party appealing does not obtain a verdict more favorable, such party shall pay the whole cost incurred by the appellee, as well as his own, and the payment into court, for the use of the owner of said premises taken, at a sum equal to that finally awarded, shall be held to vest in said company the title of said land, and the right to use and occupy the same for the construction, maintenance, and operation of said road. And in case any of the lands to be taken as aforesaid shall be held by an infant, femme covert, non compos, insane person, or persons residing without the territory within which the lands to be taken lie, or persons subjected to any legal disability, the court may appoint a guardian, for any party under any disqualification, to appear in proper person, who shall give bonds, with sufficient surety or sureties, for the proper and faithful execution of his trust, and who may represent in court the person disqualified, as aforesaid, from appearing when the same proceedings shall be had in reference to the appraisement of the premises to be taken for the use of said company, and with the same effect as has been already described; and the title of the company to the lands taken by virtue of this act shall not be affected or impaired by reason of any failure by any guardian to discharge faithfully his trust. And in case any party shall have a right or claim to any land for a term of years, or any interest therein, in possession, reversion, or remainder, the value of any such estate, less than a fee simple, shall be estimated and determined in the manner hereinbefore set forth. And in case it shall be necessary for the company to enter upon any lands which are unoccupied, and of which there is no apparent owner or claimant, it may proceed to take and use the same for the purposes of said railroad, and may institute proceedings, in manner described, for the purpose of ascertaining the value of, and of acquiring a title to, the same; but the judge of the court hearing said suit shall determine the kinds of notice to be served on such owner or owners, and he may in his discretion appoint an agent or guardian to represent such owner or owners in case of his or their incapacity or non-appear-

Authorizes company to take any lands necessary for construction of its road.

100 feet on each side.

Lands for turn-outs, depots, &c.

Damages to be determined by commissioners.

Procedure.

What proceedings in cases of lands held by any persons subject to any legal disability.

Other proceedings.

Proceedings when lands are unoccupied.

Claims barred if not made within six years.

Grants made subject to certain conditions.

Whole road to be completed by July 4, 1878.

Congress may do anything necessary to insure a speedy completion of the road.

All people of the United States may subscribe to the stock until whole amount is taken up.

To be a post-route and military road.

Congress may restrict charges for Government transportation.

Company to accept terms, conditions, &c., within two years.

Annual report to be verified by affidavits of president and six directors of company.

Election of president and vice-president from board of directors.

Treasurer and secretary.

Term of office of president, vice-president, and directors not to exceed three years.

Directors empowered to make by-laws, rules, and regulations.

ance. But in case no claimant shall appear within six years from the time of the opening of said road across any land, all claims to damages against said company shall be barred.

SEC. 8. *And be it further enacted*, That each and every grant, right, and privilege herein are so made and given to and accepted by said Atlantic and Pacific Railroad Company, upon and subject to the following conditions, namely: That the said company shall commence the work on said road within two years from the approval of this act by the President, and shall complete not less than fifty miles per year after the second year, and shall construct, equip, furnish, and complete the main line of the whole road by the fourth day of July, anno Domini eighteen hundred and seventy-eight.

SEC. 9. *And be it further enacted*, That the United States make the several conditional grants herein, and that the said Atlantic and Pacific Railroad Company accept the same, upon the further condition that if the said company make any breach of the conditions hereof, and allow the same to continue for upwards of one year, then, in such case, at any time hereafter, the United States may do any and all acts and things which may be needful and necessary to insure a speedy completion of the said road.

SEC. 10. *And be it further enacted*, That all people of the United States shall have the right to subscribe to the stock of the Atlantic and Pacific Railroad Company until the whole capital named in this act of incorporation is taken up by complying with the terms of subscription.

SEC. 11. *And be it further enacted*, That said Atlantic and Pacific Railroad, or any part thereof, shall be a post-route and military road, subject to the use of the United States for postal, military, naval, and all other Government service, and also subject to such regulations as Congress may impose restricting the charges for such Government transportation.

SEC. 12. *And be it further enacted*, That the acceptance of the terms, conditions, and impositions of this act by the said Atlantic and Pacific Railroad Company shall be signified in writing under the corporate seal of said company, duly executed pursuant to the direction of its board of directors first had and obtained, which acceptance shall be made within two years after the passage of this act, and not afterwards, and shall be deposited in the office of the Secretary of the Interior.

SEC. 13. *And be it further enacted*, That the directors of said company shall make and publish an annual report of their proceedings and expenditures, verified by the affidavits of the president and at least six of the directors, a copy of which shall be deposited in the office of said Secretary of the Interior, and they shall, from time to time, fix, determine, and regulate the fares, tolls, and charges to be received and paid for transportation of persons and property on said road, or any part thereof.

SEC. 14. *And be it further enacted*, That the directors chosen in pursuance of the first section of this act shall so soon as may be after their election, elect from their own number a president and vice-president; and said board of directors shall, from time to time, and so soon as may be after their election, choose a treasurer and secretary, who shall hold their offices at the will and pleasure of the board of directors. The treasurer and secretary shall give such bonds, with such security as the said board from time to time may require. The secretary shall, before entering upon his duty, be sworn to the faithful discharge thereof, and said oath shall be made a matter of record upon the books of said corporation. No person shall be a director of said company unless he shall be a stockholder, and qualified to vote for directors at the election at which he shall be chosen.

SEC. 15. *And be it further enacted*, That the president, vice-president, and directors shall hold their offices for the period indicated in the by-laws of said company, not exceeding three years, respectively, and until others are chosen in their place, and qualified. In case it shall so happen that an election of directors shall not be made on any day appointed by the by-laws of said company, the corporation shall not for that excuse be deemed to be dissolved, but such election may be holden on any day which shall be appointed by the directors. The directors, of whom seven, including the president, shall be a quorum for the transaction of business, shall have full power to make and prescribe such by-laws, rules, and regulations as they shall deem needful and proper touching the disposition and management of stock, property, estate,

and effects of the company, the transfer of shares, the duties and conduct of their officers and servants touching the election and meeting of the directors, and all matters whatsoever which may appertain to the concerns of said company; and the said board of directors may have full power to fill any vacancy or vacancies that may occur from any cause or causes from time to time in their said board. And the said board of directors shall have power to appoint such engineers, agents, and subordinates as may from time to time be necessary to carry into effect the object of the company, and to do all acts and things touching the location and construction of said road.

Directors may fill vacancies in board.

Directors empowered to appoint engineers, agents, &c.

SEC. 16. *And be it further enacted*, That it shall be lawful for the directors of said company to require payment of the sum of ten per centum cash assessment upon all subscriptions received of all subscribers, and the balance thereof at such times and in such proportion and on such conditions as they shall deem to be necessary to complete the said road and telegraph lines within the time in this act prescribed. Sixty days' previous notice shall be given of the payments required, and of the time and place of payment, by publishing a notice once a week in one daily newspaper in each of the cities of Boston, New York, Cincinnati, St. Louis, Memphis, and Nashville, and in case any stockholder shall neglect or refuse to pay, in pursuance of such notice, the stock held by such person shall be forfeited absolutely to the use of the company, and also any payment or payments that shall have been made on account thereof, subject to the condition that the board of directors may allow the redemption on such terms as they may prescribe.

Directors to require payment of ten per centum, cash assessment, and balance of subscriptions when needed.

Forfeited stock may be redeemed on terms prescribed by directors.

SEC. 17. *And be it further enacted*, That the said company is authorized to accept to its own use any grant, donation, loan, power, franchise, aid, or assistance which may be granted to or conferred on said company by the Congress of the United States, by the legislature of any State, or by any corporation, person, or persons, or by any Indian tribe or nation through whose reservation the road herein provided for may pass; and said corporation is authorized to hold and enjoy any such grant, donation, loan, power, franchise, aid, or assistance, to its own use, for the purpose aforesaid: *Provided*, That any such grant or donation, power, aid, or assistance from any Indian tribe or nation shall be subject to the approval of the President of the United States.

Company authorized to accept other grants, franchises, &c.

Grant from any Indian tribe to be subject to the approval of the President.

SEC. 18. *And be it further enacted*, That the Southern Pacific Railroad, a company incorporated under the laws of the State of California, is hereby authorized to connect with the said Atlantic and Pacific Railroad, formed under this act, at such point, near the boundary line of the State of California, as they shall deem most suitable for a railroad line to San Francisco, and shall have a uniform gauge and rate of freight or fare with said road; and in consideration thereof, to aid in its construction, shall have similar grants of land, subject to all the conditions and limitations herein provided, and shall be required to construct its road on the like regulations, as to time and manner, with the Atlantic and Pacific Railroad herein provided for.

Southern Pacific may connect with the Atlantic and Pacific Road.

Point of connection to be near the boundary line of California.

Uniform gauge and rate of freight and fare.

Shall have similar grants of land, &c.

SEC. 19. *And be it further enacted*, That unless the said Atlantic and Pacific Railroad Company shall obtain bona fide subscriptions to the stock of said company to the amount of one million of dollars, with ten per centum paid, within two years after the passage of and approval of this act, it shall be null and void.

This act to be null and void, unless one million of dollars of stock are subscribed for within two years.

SEC. 20. *And be it further enacted*, That the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the Government at all times, but particularly in time of war, the use and benefits of the same for postal, military, and other purposes, Congress may, at any time, having due regard for the rights of said Atlantic and Pacific Railroad Company, add to, alter, amend, or repeal this act.

Congress may add to, alter, amend, or repeal this act, having due regard for the rights of the company.

SEC. 21.* *And be it further enacted*, That whenever in any grant of land or other subsidies, made or hereafter to be made, to railroads or other corporations, the United States has reserved the right, or shall reserve it, to appoint directors, engineers, commissioners, or other agents to examine said roads, or act in conjunction with other officers of said company or companies, all the costs, charges, and pay of said directors, engineers, commissioners, or agents, shall be paid by the respective companies. Said directors, engineers, commissioners, or agents

Compensation of directors, engineers, commissioners, &c., to be paid by railroad companies.

* This section has been incorporated in the Revised Statutes as section 5259.

Ten dollars per day and ten cents per mile. shall be paid for said services the sum of ten dollars per day, for each day and ten cents per mile for each and every mile actually and necessarily traveled, in discharging the duties required of them, which per diem and mileage shall be in full compensation for said services. And in case any com-

If company neglects to make such payments, patents for lands not to be issued. pany shall refuse or neglect to make such payments, no more patents for land or other subsidies shall be issued to said company until these requirements are complied with.

ACT OF APRIL 20, 1871.

17 Stat., 19. AN ACT to enable the Atlantic and Pacific Railroad Company to mortgage its road.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Atlantic and Pacific Railroad Company, organized under act of Congress of July twenty-seven, eighteen hundred and sixty-six, is hereby authorized to make and issue its bonds in such form and manner, and for such sums, payable at such times, and bearing such rate of interest, and to dispose of them

Road, equipment, lands, franchises, &c., may be mortgaged to secure the bonds. on such terms as its directors may deem advisable; and to secure said bonds, the said company may mortgage its road, equipment, lands, franchises, privileges, and other rights and property, subject to such terms, conditions, and limitations as its directors may prescribe. As

Mortgage to be filed and recorded in the office of the Secretary of the Interior. proof and notice of the legal execution and effectual delivery of any mortgage hereafter made by said company, it shall be filed and recorded in the office of the Secretary of the Interior: *Provided*, That if the company shall hereafter suffer any breach of the conditions of the

Breach of conditions of organic act will affect those claiming under any foreclosure of the mortgage. act above referred to, under which it is organized, the rights of those claiming under any mortgage made by the company to the lands granted to it by said act shall extend only to so much thereof as shall be coterminous with or appertaining to that part of said road which shall have been constructed at the time of the foreclosure of said mortgage.

ACT OF JULY 6, 1886.

24 Stat., 123. AN ACT to forfeit the lands granted to the Atlantic and Pacific Railroad Company to aid in the construction of a railroad and telegraph line from the States of Missouri and Arkansas to the Pacific coast, and to restore the same to settlement and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all the lands, excepting the right of way and the right, power, and authority given to said corporation to take from the public lands adjacent to the line of said

Forfeiture of grant of lands adjacent to uncompleted portion of road, except right of way, etc. road material of earth, stone, timber, and so forth, for the construction thereof, including all necessary grounds for station buildings, workshops, depots, machine-shops, switches, side-tracks, turn-tables, and water-stations, heretofore granted to the Atlantic and Pacific Railroad Company by an act entitled "An act granting lands to aid in the construction of a railroad and telegraph line from the States of Missouri and Arkansas to the Pacific coast," approved July twenty-seventh, eighteen hundred and sixty-six, and subsequent acts and joint resolutions of Congress, which are adjacent to and coterminous with the uncompleted portions of the main line of said road, embraced within both the granted and indemnity limits, as contemplated to be constructed under and by the provisions of the said act of July twenty seventh, eighteen hundred and sixty-six, and acts and joint resolutions subsequent thereto and relating to the construction of said road and telegraph, be and the same are hereby, declared forfeited and restored to the public domain.

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**LAWS RELATING TO THE CALIFORNIA AND OREGON, AND
THE OREGON AND CALIFORNIA RAILROADS.**

ACT OF JULY 25, 1866.

AN ACT granting lands to aid in the construction of a railroad and telegraph line from the Central Pacific Railroad, in California, to Portland, in Oregon. 14 Stat., 239.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the "California and Oregon Railroad Company," organized under an act of the State of California, to protect certain parties in and to a railroad survey, "to connect Portland, in Oregon, with Marysville, in California," approved April sixth, eighteen hundred and sixty-three, and such company organized under the laws of Oregon as the legislature of said State shall hereafter designate, be, and they are hereby, authorized and empowered to lay out, locate, construct, finish, and maintain a railroad and telegraph line between the city of Portland, in Oregon, and the Central Pacific Railroad, in California, in the manner following, to wit: The said California and Oregon Railroad Company, to construct that part of the said railroad and telegraph within the State of California, beginning at some point (to be selected by said company) on the Central Pacific Railroad in the Sacramento Valley, in the State of California, and running thence northerly, through the Sacramento and Shasta Valleys, to the northern boundary of the State of California; and the said Oregon company to construct that part of the said railroad and telegraph line within the State of Oregon, beginning at the city of Portland, in Oregon, and running thence southerly through the Willamette, Umpqua, and Rogue River valleys to the southern boundary of Oregon, where the same shall connect with the part aforesaid to be made by the first-named company: *Provided*, That the company completing its respective part of the said railroad and telegraph from either of the termini herein named to the line between California and Oregon before the other company shall have likewise arrived at the same line, shall have the right, and the said company is hereby authorized, to continue in constructing the same beyond the line aforesaid, with the consent of the State in which the unfinished part may lie, upon the terms mentioned in this act, until the said parts shall meet and connect, and the whole line of said railroad and telegraph shall be completed.

The California and Oregon R. R. Co. of California and an Oregon company empowered to locate and construct a railroad and telegraph line between Portland, Oreg., and the Central Pacific Railroad in California.

The California company to construct road to northern boundary of State

The Oregon company to construct the road to the southern boundary of Oregon.

The company first completing its part may continue its road with consent of State.

SEC. 2. *And be it further enacted*, That there be, and hereby is, granted to the said companies, their successors and assigns, for the purpose of aiding in the construction of said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores over the line of said railroad, every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile (ten on each side) of said railroad line; and when any of said alternate sections or parts of sections shall be found to have been granted, sold, reserved, occupied by homestead settlers, pre-empted, or otherwise disposed of, other lands, designated as aforesaid, shall be selected by said companies in lieu thereof, under the direction of the Secretary of the Interior, in alternate sections designated by odd numbers as aforesaid, nearest to and not more than ten miles beyond the limits of said first-named alternate sections; and as soon as the said companies, or either of them, shall file in the office of the Secretary of the Interior a map of the survey of said railroad, or any portion thereof, not less than sixty continuous miles from either terminus, the Secretary of the Interior shall withdraw from sale public lands herein granted on each side of said railroad, so far as located and within the limits before specified. The lands herein granted shall be applied to the building of said road within the States, respectively, wherein they are situated. And the sections and parts of sections of land which shall remain in the United States within the limits of the aforesaid grant shall not be sold for less than double the minimum price of public lands when sold: *Provided*, That bona fide and actual settlers under the pre-emption laws of the United States may, after due proof of settlement, improvement, and occupation, as now provided by law, purchase the same at the price fixed for said lands at the date of such settlement, improvement, and

Grant of land.

Twenty sections per mile.

If any sections of land have been sold, or are occupied, other lands may be selected in lieu thereof.

Limits, 10 miles beyond grant.

When maps of surveys are filed lands to be withdrawn from sale.

Lands granted to be applied to building road in the States where they lie.

Remaining lands to be sold, for what price.

Settlers under pre-emption laws may purchase, at what price, &c.

Under home-
stead act may
have not over 80
acres.

Grant of right
of way.

Materials for
construction
from adjacent
lands.

Rights of way
100 feet on each
side of said rail-
road.

Lands for sta-
tions, &c.

The President
to appoint 3 com-
missioners to ex-
amine road.

Commissioners
to report under
oath to the Presi-
dent.

Patents to be is-
sued for lands co-
terminous with
completed rail-
road.

Condition of
grant.

Fair and rea-
sonable rates of
compensation.

Railroad to be
a public highway
and free to the
United States.

Property and
troops of the
United States to
be transported at
the cost of the
companies when
so required by
the Government.

Companies to
file assent to this
act within 1 year.

Road to be com-
pleted by July 1,
1875.

Gauge to be
same as Central
Pacific.

Companies to
use and operate
road as one con-
tinuous line.

No discrimina-
tion whatever.

occupation: *And provided, also,* That, settlers under the provisions of the homestead act, who comply with the terms and requirements of said act, shall be entitled, within the limits of said grant, to patents for an amount not exceeding eighty acres of the land so reserved by the United States, anything in this act to the contrary notwithstanding.

SEC. 3. *And be it further enacted,* That the right of way through the public lands be, and the same is hereby, granted to said companies for the construction of said railroad and telegraph line; and the right, power, and authority are hereby given to said companies to take from the public lands adjacent to the line of said road, earth, stone, timber, water, and other materials for the construction thereof. Said right of way is granted to said railroad to the extent of one hundred feet in width on each side of said railroad where it may pass over the public lands, including all necessary grounds for stations, buildings, work-shops, depots, machine-shops, switches, side-tracks, turn-tables, water-stations, or any other structures required in the construction and oper-ating of said road.

SEC. 4. *And be it further enacted,* That whenever the said companies, or either of them, shall have twenty or more consecutive miles of any portion of said railroad and telegraph line ready for the service con-templated by this act, the President of the United States shall appoint three commissioners, whose compensation shall be paid by said com-pany, to examine the same, and if it shall appear that twenty consecu-tive miles of railroad and telegraph shall have been completed and equipped in all respects as required by this act, the said commissioners shall so report under oath to the President of the United States, and thereupon patents shall issue to said companies, or either of them, as the case may be, for the lands hereinbefore granted, to the extent of and coterminous with the completed section of said railroad and tele-graph line as aforesaid; and from time to time, whenever twenty or more consecutive miles of the said road and telegraph shall be com-pleted and equipped as aforesaid, patents shall in like manner issue upon the report of the said commissioners, and so on until the entire railroad and telegraph authorized by this act shall have been con-structed, and the patents of the lands herein granted shall have been issued.

SEC. 5. *And be it further enacted,* That the grants aforesaid are made upon the condition that the said companies shall keep said railroad and telegraph in repair and use, and shall at all times transport the mails upon said railroad, and transmit dispatches by said telegraph line for the Government of the United States, when required so to do by any Department thereof, and that the Government shall at all times have the preference in the use of said railroad and telegraph therefor at fair and reasonable rates of compensation, not to exceed the rates paid by private parties for the same kind of service. And said railroad shall be and remain a public highway for the use of the Government of the United States, free of all toll or other charges upon the transportation of the property or troops of the United States; and the same shall be transported over said road at the cost, charge, and expense of the cor-porations or companies owning or operating the same, when so required by the Government of the United States.

SEC. 6. *And be it further enacted,* That the said companies shall file their assent to this act in the Department of the Interior within one year after the passage hereof and shall complete the first section of twenty miles of said railroad and telegraph within two years, and at least twenty miles in each year thereafter, and the whole on or before the first day of July, one thousand eight hundred and seventy-five; and the said railroad shall be of the same gauge as the "Central Pa-cific Railroad" of California, and be connected therewith.

SEC. 7. *And be it further enacted,* That the said companies named in this act are hereby required to operate and use the portions or parts of said railroad and telegraph mentioned in section one of this act for all purposes of transportation, travel, and communication, so far as the Government and public are concerned, as one connected and continuous line; and in such operation and use to afford and secure to each other equal advantages and facilities as to rates, time, and transportation, without any discrimination whatever, on pain of forfeiting the full amount of damage sustained on account of such discrimination, to be sued for and recovered in any court of the United States, or of any State, of competent jurisdiction.

SEC. 8. *And be it further enacted*, That in case the said companies shall fail to comply with the terms and conditions required, namely, by not filing their assent thereto, as provided in section six of this act, or by not completing the same as provided in said section, this act shall be null and void, and all the lands not conveyed by patent to said company or companies, as the case may be, at the date of any such failure, shall revert to the United States. And in case the said railroad and telegraph line shall not be kept in repair and fit for use, after the same shall have been completed, Congress may pass an act to put the same in repair and use, and may direct the income of said railroad and telegraph line to be thereafter devoted to the United States, to repay all expenditures caused by the default and neglect of said companies or either of them, as the case may be, or may fix pecuniary responsibility, not exceeding the value of the lands granted by this act.

If companies fail to comply with certain conditions, this act to be void, and the lands not conveyed to revert to the United States.

If road and telegraph line are not kept in repair Congress may, &c.

SEC. 9. *And be it further enacted*, That the said "California and Oregon Railroad Company" and the said "Oregon Company" shall be governed by the provisions of the general railroad and telegraph laws of their respective States, as to the construction and management of the said railroad and telegraph line hereinbefore authorized, in all matters not provided for in this act. Wherever the word "company" or "companies" is used in this act it shall be construed to embrace the words "their associates, successors, and assigns," the same as if the words had been inserted, or thereto annexed.

The companies to be governed by the laws of their respective States.

The word "company" to include "associates, successors, and assigns."

SEC. 10. *And be it further enacted*, That all mineral lands shall be excepted from the operations of this act; but where the same shall contain timber, so much of the timber thereon as shall be required to construct said road over such mineral land is hereby granted to said companies: *Provided*, That the term "mineral lands" shall not include lands containing coal and iron.

Mineral lands excepted from this grant.

"Mineral" not coal and iron.

SEC. 11. *And be it further enacted*, That the said companies named in this act shall obtain the consent of the legislatures of their respective States, and be governed by the statutory regulations thereof in all matters pertaining to the right of way, wherever the said road and telegraph line shall not pass over or through the public lands of the United States.

Companies to obtain the consent of States, where road and telegraph line do not pass through public lands.

SEC. 12. *And be it further enacted*, That Congress may at any time, having due regard for the rights of said California and Oregon railroad companies, add to, alter, amend, or repeal this act.

Act may be amended, &c.

ACT OF APRIL 10, 1869.

AN ACT to amend an Act entitled "An act granting Lands to aid in the construction of a Railroad and Telegraph Line from the Central Pacific Railroad, in California, to Portland, in Oregon," approved July twenty-five, eighteen hundred and sixty-six. 16 Stat., 47. 1866, ch. 242, vol. xiv, p. 239.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section six of an act entitled "An act granting lands to aid in the construction of a railroad and telegraph line from the Central Pacific Railroad, in California, to Portland, in Oregon," approved July twenty-five, eighteen hundred and sixty-six, be, and the same is hereby, amended so as to allow any railroad company heretofore designated by the legislature of the State of Oregon, in accordance with the first section of said act, to file its assent to such act in the Department of the Interior within one year from the date of the passage of this act; and such filing of its assent, if done within one year from the passage hereof, shall have the same force and effect to all intents and purposes as if such assent had been filed within one year after the passage of said act: *Provided*, That nothing herein shall impair any rights heretofore acquired by any railroad company under said act, nor shall said act or this amendment be construed to entitle more than one company to a grant of land: *And provided further*, That the lands granted by the act aforesaid shall be sold to actual settlers only, in quantities not greater than one-quarter section to one purchaser, and for a price not exceeding two dollars and fifty cents per acre.

Assent of railroad company to act may be filed within one year from date of this act.

Acquired rights not affected.

Not more than one company entitled to a grant of land.

Lands, how and to whom to be sold.

LAW RELATING TO THE OREGON SHORT-LINE RAILWAY.

ACT OF AUGUST 2, 1882.

22 Stat., 185. AN ACT creating the Oregon Short-Line Railway Company a corporation in the Territories of Utah, Idaho, and Wyoming, and for other purposes.

Oregon Short Line Railway Company created a railway corporation in Territories of Utah, Idaho, and Wyoming, with rights, &c.

18 Stat., 482. Proviso.

Right to alter, amend, &c.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Oregon Short-Line Railway Company, a corporation of that name duly incorporated and organized under the laws of the Territory of Wyoming, the amended articles of incorporation of which were duly filed in the office of the secretary of the said Territory on the twelfth day of July, anno Domini eighteen hundred and eighty-one, be, and the same is hereby, made a railway corporation in the Territories of Utah, Idaho, and Wyoming, under the same conditions and limitations and with the same rights and privileges that it now has and enjoys under said articles of incorporation within the said Territory of Wyoming, and with all the rights and privileges within said Territories of Wyoming, Utah, and Idaho, which are secured to railway companies by the act of Congress approved the third day of March, anno Domini eighteen hundred and seventy-five, entitled "An act granting to railroads the right of way through the public lands of the United States": *Provided*, That the said corporation shall at all times hereafter be subject to all the laws and regulations of the United States in relation to railroads, or of any Territory or State through which its line of road may pass. And suits against said corporation may be instituted in the courts of said Territories, or either of them having jurisdiction by the laws of such Territory.

SEC. 2. That Congress may at any time add to, alter, or repeal this act.

LAW RELATING TO ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILROAD.

ACT OF JUNE 28, 1884.

23 Stat., 61. AN ACT to repeal section one of the act entitled "An act making a grant of lands in alternate sections to aid in the construction and extension of the Iron Mountain Railroad, from Pilot Knob, in the State of Missouri, to Helena, in Arkansas," approved July fourth, eighteen hundred and sixty-six, and for other purposes.

14 Stat., 83. Preamble.

Whereas by the first section of an act of Congress approved July the fourth, eighteen hundred and sixty-six, there was granted to the State of Missouri, for the purpose of aiding in the construction and extension of the Iron Mountain Railroad, from its terminus at Pilot Knob to a point on the southern boundary-line of the State, every alternate section of land designated by odd numbers, for ten sections in width on each side of said road; and

Whereas said Iron Mountain Railroad Company, or its successor, did not comply with the terms of said act either in time or by the construction of its line in accordance with the location of its line as shown on its maps filed in the Department of the Interior or otherwise, and never became entitled to or received any of said lands: Therefore,

Repeal of section one of act granting lands to aid in construction of Iron Mountain Railroad.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section one of the act of Congress entitled "An act making a grant of lands in alternate sections to aid in the construction and extension of the Iron Mountain Railroad, from Pilot Knob, in the State of Missouri, to Helena, in Arkansas," approved July fourth, Eighteen hundred and sixty-six, be and hereby is repealed; and upon the acceptance by the said Iron Mountain Railroad Company, its successors or assigns, in writing, under corporate seal, within six months from the passage of this act, and upon the production to the Secretary of the Interior by said company, its successors or assigns, of satisfactory proof that said lands have not been sold or encumbered by said company, the said Iron Mountain Railroad Company, its successors or assigns, shall be forever released from any and all obligations imposed by said act of July fourth, eighteen hundred and sixty-six; and all of the lands granted by said section one be and they are hereby restored to the public domain for disposition under the public land laws of the United States: *Provided*, That all pre-emption and homestead entries heretofore allowed upon any of said lands, not in ex-

Release of company; conditions.

Lands restored to the public domain; proviso.

cess of the legal quantity, be, and they are hereby, confirmed: *And provided further*, That all persons residing on any of said lands at the date of the passage of this act shall have a prior right to acquire the same, not exceeding one hundred and sixty acres, by the usual methods and under the usual restrictions: *Provided*, That there shall be excluded from the operation of the release of the obligations as a land grant road herein provided, that part of the railroad between Poplar Bluff, Missouri, and the Arkansas State line.

LAWS RELATING TO THE TEXAS AND PACIFIC RAILWAY.

ACT OF MARCH 3, 1871.

AN ACT to incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for other purposes. 16 Stat., 573.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That John C. Fremont, James L. Alcorn, G. M. Dodge, O. C. French, John D. Caldwell, * * * Texas Pacific Railroad Company incorporated. and all such persons as shall or may be associated with them, and their successors, are hereby created a body politic and corporate in fact and in law, by the name, style, and title of the Texas Pacific Railroad Company, and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and use a common seal; and the said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph line, with the appurtenances, from a point at or near Marshall, county of Harrison, State of Texas; thence by the most direct and eligible route, to be determined by said company, near the thirty-second parallel of north latitude, to a point at or near El Paso; thence by the most direct and eligible route, to be selected by said company, through New Mexico and Arizona, to a point on the Rio Colorado, at or near the southeastern boundary of the State of California; thence by the most direct and eligible route to San Diego, California, to ship's channel, in the Bay of San Diego, in the State of California, pursuing in the location thereof, as near as may be, the thirty-second parallel of north latitude, and is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the pur[po]ses of this act. Name. Empowered to lay out, construct, and enjoy a continuous railroad and telegraph line from Marshall, Tex., by a route near the 32d parallel of north latitude, via El Paso, through New Mexico and Arizona to San Diego, Cal.

SEC. 2. That the persons named in the first section of this act shall constitute a board of commissioners (twenty of whom shall constitute a quorum for the transaction of business), to be known as the Texas Pacific Railroad commissioners, who shall meet in the city of New York within ninety days after the passage of this act, at a time to be designated in a notice to be signed by the person first named in the list of incorporators and six of his associates, and to be published for two weeks in, at least, one daily newspaper in New York, New Orleans, and Washington; and, when so met, they may cause books to be opened for the subscription of the capital stock of said company, and when twenty thousand shares, amounting to two millions of dollars, shall have been subscribed, and ten per centum actually paid thereon, in money, to the treasurer, to be elected by said commissioners, who shall give bond for its safe keeping and payment to the treasurer of the company when organized, then it shall be lawful for such subscribers or stockholders, or a majority thereof, to organize said company in accordance with the provisions of this act, and to elect not less than seven nor more than seventeen directors, a majority of whom shall be necessary to the transaction of business, and who shall hold their offices for one year and until their successors shall be elected and qualified; and the said directors shall immediately proceed to elect a president, vice-president, secretary, and treasurer; the president and vice-president shall be directors. At all elections for directors, each share of stock shall be entitled to one vote, which may be given by the holder in person, or by proxy, who shall also be a shareholder. The directors shall hold their offices for any term not exceeding three years, as may be provided in the by-laws; and the annual meeting of stockholders shall take place as provided for in said by-laws. Board of commissioners constituted. To meet in the city of New York. Subscription books for capital stock to be opened. Stockholders to organize company, when, &c. Not less than seven nor more than seventeen directors. Term of office one year. Directors to elect officers. Term of office of directors three years. Annual meeting of stockholders.

Capital stock,
\$50,000,000.

Stock not to be
increased with-
out consent of
Congress.

Authority to
purchase prop-
erty of, and to
consolidate with
any railroad com-
pany not hav-
ing a competing
through line.

Authorized to
make running ar-
rangements with
other companies.

Rights, fran-
chises, &c., of
purchased rail-
roads to vest in
the Texas Pacif-
ic Railroad Com-
pany.

Obligations of
the other com-
panies to be as-
sumed.

Prior liens not
impaired.

Not to assume
debts to a greater
amount than the
cash value of as-
sets received.

Authority to
make and enforce
rules and by-
laws.

Grant of right
of way.

Authorized to
take materials
from adjacent
lands.

Right of way
200 feet in width
on each side of
said railroad.

Grant of
grounds for sta-
tions, &c., not ex-
ceeding 40 acres
in any one point.

Grant of land.
40 sections per
mile in the Terri-
tories.

20 sections per
mile in Califor-
nia.

If any of the
lands have been
disposed of other
lands may be se-
lected.

SEC. 3. That the capital stock of the Texas Pacific Railroad Company shall be fixed by the board of directors, at a sum not exceeding fifty millions of dollars, in shares of one hundred dollars; and when the amount is so fixed it shall never be increased except by consent of Congress. Assessments upon said stock shall only be made by a majority vote of the whole number of directors at a regular meeting, which said assessment shall be paid at the expiration of thirty days after a given notice in one newspaper in each of the cities of Washington, Philadelphia, New York, and New Orleans.

SEC. 4. That the said Texas Pacific Railroad Company shall have power and lawful authority to purchase the stock, land grants, franchises, and appurtenances of, and consolidate on such terms as may be agreed upon between the parties, with any railroad company or companies heretofore chartered by Congressional, State, or Territorial authority, on the route prescribed in the first section of this act; but no such consolidation shall be with any competing through line of railroads to the Pacific Ocean.

SEC. 5. That the said company shall have power and authority to make running arrangements with any railroad company or companies heretofore chartered, or that may hereafter be chartered by Congressional, State, or Territorial authority; also to purchase lands, or to accept donations, or grant of lands, or other property, from States or individuals, for the purpose of aiding in carrying out the object of this company.

SEC. 6. That the rights, lands, land grants, franchises, privileges, and appurtenances, and property of every description, belonging to each of the consolidated or purchased railroad company or companies, as herein provided, shall vest in and become absolutely the property of the Texas Pacific Railroad Company: *Provided*, That in all contracts made and entered into by said company with any and all other railroad company or companies, to perfect such aforesaid consolidation or purchase, the indebtedness or other legal obligations of said company or companies shall be assumed by the said Texas Pacific Railroad Company as may be agreed upon, and no such consolidation or purchase shall impair any lien which may exist on any of the railroads so consolidated or purchased; but said company shall not assume the debts or obligations of any company with which it may consolidate or purchase as aforesaid, to an amount greater than the cash value of the assets received from the same.

SEC. 7. That the said Texas Pacific Railroad Company shall have power to make and enforce rules and by-laws for the election of its officers and the government and management of the business of the company, and to do and perform all needful and proper things to be done and performed to promote the objects of the company hereby incorporated, not inconsistent with the laws of the United States and the provisions of this charter.

SEC. 8. That the right of way through the public lands be, and the same is hereby, granted to the said company for the construction of the said railroad and telegraph line, and the right, power, and authority is hereby given to said company to take, from the public lands adjacent to the line of said road, earth, stone, timber, and other materials for the construction thereof. Said right of way is granted to said company to the extent of two hundred feet in width on each side of said railroad where it may pass over the public lands; and there is also hereby granted to said company grounds for stations, buildings, work-shops, wharves, switches, side-tracks, turn-tables, water-stations, and such other structures as may be necessary for said railroad, not exceeding forty acres of land at any one point.

SEC. 9. That for the purpose of aiding in the construction of the railroad and telegraph line herein provided for, there is hereby granted to the said Texas Pacific Railroad Company, its successors and assigns, every alternate section of public lands, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile on each side of said railroad line, as such line may be adopted by said company, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad in California, where the same shall not have been sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim

may not have attached at the time the line of said road is definitely fixed. In case any of said lands shall have been sold, reserved, occupied, or pre-empted, or otherwise disposed of, other lands shall be selected in lieu thereof by said company, under the direction of the Secretary of the Interior, in alternate sections, and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections first above named, and not including the reserved numbers. If, in the too near approach of the said railroad line to the boundary of Mexico, the number of sections of land to which the company is entitled cannot be selected immediately on the line of said railroad, or in lieu of mineral lands excluded from this grant, a like quantity of unoccupied and unappropriated agricultural lands, in odd-numbered sections nearest the line of said railroad may be selected as above provided; and the word "mineral," where it occurs in this act, shall not be held to include iron or coal: *Provided, however,* That no public lands are hereby granted within the State of California further than twenty miles on each side of said road, except to make up deficiencies as aforesaid, and then not to exceed twenty miles from the lands originally granted. The term "ship's channel," as used in this bill, shall not be construed as conveying any greater right to said company to the water front of San Diego Bay than it may acquire by gift, grant, purchase, or otherwise, except the right of way, as herein granted: *And provided further,* That all such lands, so granted by this section to said company, which shall not be sold or otherwise disposed of, as provided in this act within three years after the completion of the entire road, shall be subject to settlement and pre-emption like other lands, at a price to be fixed by and paid to said company, not exceeding an average of two dollars and fifty cents per acre for all the lands herein granted.

SEC. 10. That when the route of said railroad and telegraph line shall pass through the lands of private persons, or where it may be necessary for said railroad company to take any lands belonging to private persons for any of the purposes herein mentioned necessary to said road, such right of way through or title to such lands shall be secured in accordance with the laws of the State or Territory in which they may be situated.

SEC. 11. That the Texas Pacific Railroad Company shall have power and authority to issue two kinds of bonds, secured by mortgage, namely: First, construction bonds; second, land bonds. Construction bonds shall be secured by mortgage, first, on all or any portion of the franchises, road-bed, or track of said railroad, and all the appurtenances thereto belonging, when constructed or in the course of construction, from a point at or near Marshall, to ship's channel, in the Bay of San Diego, in the State of California, as aforesaid. Land bonds shall be secured by mortgage, first, on all or any portion of the lands hereby granted in aid of the construction of said railroad as is provided for in this act; second, on lands acquired by any arrangement or purchase or terms of consolidation with any railroad company or companies to whom grants of land may have been made, or may hereafter be made, by any Congressional, State, or Territorial authority, or who may have purchased the same previous to any such arrangement or consolidation: *Provided,* That all the mortgages made and executed by said railroad company shall be filed and recorded in the Department of the Interior, which shall be a sufficient evidence of their legal execution, and shall confer all the rights and property of said company as therein expressed: *And provided also,* That the proceeds of the sales of the aforesaid construction and land bonds shall be applied only in the construction, operation, and equipment of the contemplated railroad line: *And provided further,* That said mortgage shall in no wise impair or affect any lien existing on the property of said company or companies at or before the time of such consolidation.

SEC. 12. That whenever the said company shall complete the first and each succeeding section of twenty consecutive miles of said railroad and put it in running order as a first-class road in all its appointments, it shall be the duty of the Secretary of the Interior to cause patents to be issued conveying to said company the number of sections of land opposite to and coterminous with said completed road to which it shall be entitled for each section so completed. Said company, within two years after the passage of this act, shall designate the general route of its said road, as near as may be, and shall file a map of the same in the Department of the Interior; and when the map is so filed, the Secretary

Limits, 10 miles beyond the limits of the land grant.

Provision as to lands not obtained by reason of the near approach of the railroad to the Mexican boundary.

"Mineral" not to include iron or coal.

Lands granted in California not further than 20 miles from the railroad, except, &c.

"Ship's channel" not to be construed as conveying special right to water front in San Diego Bay.

Lands granted and not sold or otherwise disposed of in three years to be subject to settlement, &c.

Right of way through lands of private persons to be secured in accordance with law.

Corporation authorized to issue construction bonds and land bonds, secured by mortgage.

Mortgage of road and franchises to secure "construction bonds."

Mortgage of grants and acquired lands to secure "land bonds."

All mortgages to be filed and recorded in the Department of the Interior.

Proceeds of sales of bonds to be applied only to construction, operation, and equipment of railroad.

As 20-mile sections of road are completed, patents for coterminous lands shall be issued.

General route to be designated within two years, and map filed.

Lands to be withdrawn from pre-emption, &c. Provisions of pre-emption and homestead acts extended to other lands.

Annual report, when and where to be made, and to state what.

Certificates of capital stock to be signed by the president and secretary.

Bonds and mortgages.

Bonds and interest payable in gold.

Limitation as to construction bonds, \$30,000 per mile.

Land bonds not to exceed \$2.50 per acre for all lands mortgaged.

Other railroad may connect.

No discrimination against any connecting roads.

Rates not to exceed the prices fixed by Congress on the Union and Central Pacific.

Iron or steel rails from American ore.

Corporation to commence construction of road simultaneously at San Diego and Marshall.

Fifty miles to be built within two years.

To be completed in ten years.

Upon failure, Congress may adopt measures

of the Interior, immediately thereafter, shall cause the lands within forty miles on each side of said designated route within the Territories, and twenty miles within the State of California, to be withdrawn from pre-emption, private entry, and sale: *Provided, however,* That the provisions of the act of September, eighteen hundred and forty-one, granting pre-emption rights, and the acts amendatory thereof, and of the act entitled, "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty-two, and the amendments thereto, shall be, and the same are hereby, extended to all other lands of the United States on the line of said road when surveyed, except those hereby granted to said company.

SEC. 13. That the president of the company shall annually, by the first day of July, make a report and file it with the Secretary of the Interior, which report shall be under oath, exhibiting the financial situation of the company, the amount of money received and expended, and the number of miles of road constructed each year; and further, the names and residences of the stockholders, of the directors, and of all other officers of the company, the amount of stock subscribed, and the amount thereof actually paid in, a description of the lines of road surveyed and fixed upon for construction, the amount received from passengers and for freight, respectively, on the road, a statement of the expenses of said road and its fixtures, and a true statement of the indebtedness of said company and the various kinds thereof.

SEC. 14. That the certificates of the capital stock must be signed by the president and secretary, and attested by the seal of the company, and shall contain an extract from the proceedings of the board of directors fixing the amount thereof, as well as from this act, authorizing such issue. All the bonds and mortgages issued by said company must be signed by the president and secretary, and attested by the seal of said company, and shall contain an extract from the law authorizing them to be issued. The face value of said bonds shall be one thousand dollars in gold, and shall be redeemable at such times, and to bear such rate of interest, payable semi-annually in gold, as may be determined by the directors. The total value of the construction bonds to be issued shall not exceed thirty thousand dollars per mile of said railroad, and the total face value of the land bonds shall not exceed two dollars and fifty cents per acre for all lands mortgaged; the total amount of each to be determined by the board of directors.

SEC. 15. That all railroads constructed, or that may be hereafter constructed, to intersect said Texas Pacific Railroad, shall have a right to connect with that line; that no discrimination as regards charges for freight or passengers, or in any other matter, shall be made by said Texas Pacific Railroad Company against any of the said connecting roads; but that the same charges per mile as to passengers, and per ton per mile as to freight, passing from the said Texas Pacific Railroad over any of said connecting roads, or passing from any of said connecting roads over any part of said Texas Pacific Railroad, shall be made by said company as they make for freight and passengers over their own road; *Provided also,* That said connecting roads shall reciprocate said right of connection and equality of charges with said Texas Pacific Railroad; *And provided further,* That the rates charged for carrying passengers and freight, per mile, shall not exceed the prices which may be fixed by Congress for carrying passengers and freight on the Union Pacific and Central Pacific Railroads.

SEC. 16. That said road shall be constructed of iron or steel rails manufactured from American ore, except such as may have heretofore been contracted for by any railroad company which may be purchased or consolidated with by the company hereby incorporated, as provided by this act.

SEC. 17. That the said Texas Pacific Railroad Company shall commence the construction of its road simultaneously at San Diego, in the State of California, and from a point at or near Marshall, Texas, as hereinbefore described, and so prosecute the same as to have at least fifty consecutive miles of railroad from each of said points complete and in running order within two years after the passage of this act; and to so continue to construct each year thereafter a sufficient number of miles to secure the completion of the whole line from the aforesaid point on the eastern boundary of the State of Texas to the Bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act; and upon failure to so complete it, Congress

may adopt such measures as it may deem necessary and proper to secure its speedy completion.

SEC. 18. That the President of the United States, upon the completion of the first section of twenty miles, shall appoint one commissioner, whose duty it shall be to examine the various sections of twenty miles as they shall be completed, and report thereon to him in writing; and if, from such report, he be satisfied that said company has fully completed each section of its road, as in this act provided, he shall direct the Secretary of the Interior to issue patents to said company for the lands it is entitled to under this act, as fast as each section of said road is completed.

SEC. 19. That the Texas Pacific Railroad Company shall be, and it is hereby, declared to be a military and post-road; and for the purpose of insuring the carrying of the mails, troops, munitions of war, supplies, and stores of the United States, no act of the company nor any law of any State or Territory shall impede, delay, or prevent the said company from performing its obligations to the United States in that regard: *Provided*, That said road shall be subject to the use of the United States for postal, military, and all other Governmental services, at fair and reasonable rates of compensation, not to exceed the price paid by private parties for the same kind of service, and the Government shall at all times have the preference in the use of the same for the purpose aforesaid.

SEC. 20. That it shall not be lawful for any of the directors, either in their individual capacity or as members of an incorporated or joint stock company, to make any contracts or agreements with the said Texas Pacific Railroad Company for the construction, equipment, or running of its road, or to have any interest therein; and all such contracts or agreements are hereby declared null and void; and all money or property received under such contracts or agreements may be recovered back for the benefit of the company by any stockholder.

SEC. 21. That any railroad company whose route lies across the route of the Texas Pacific Railroad may cross the same, and for the purpose of crossing shall have the right to acquire at the double minimum price all lands, whether of the United States or granted by this act, which shall be needed for a right of way two hundred feet wide through said lands, and for depots, stations, side-tracks, and other needful purposes, not exceeding for such purposes forty acres at any one station.

SEC. 22. That the New Orleans, Baton Rouge, and Vicksburg Railroad Company, chartered by the State of Louisiana, shall have the right to connect by the most eligible route to be selected by said company with the said Texas Pacific Railroad at its eastern terminus, and shall have the right of way through the public land to the same extent granted hereby to the said Texas Pacific Railroad Company; and in aid of its construction from New Orleans to Baton Rouge, thence by the way of Alexandria, in said State, to connect with the said Texas Pacific Railroad Company at its eastern terminus, there is hereby granted to said company, its successors and assigns, the same number of alternate sections of public lands per mile, in the State of Louisiana, as are by this act granted in the State of California, to said Texas Pacific Railroad Company; and said lands shall be withdrawn from the market, selected, and patents issued therefor, and opened for settlement and pre-emption, upon the same terms and in the same manner, and time as is provided for and required from said Texas Pacific Railroad Company, within said State of California: *Provided*, That said company shall complete the whole of said road within five years from the passage of this act.

SEC. 23. That, for the purpose of connecting the Texas Pacific Railroad with the city of San Francisco, the Southern Pacific Railroad Company of California is hereby authorized (subject to the laws of California) to construct a line of railroad from a point at or near Tehachapa Pass by way of Los Angeles, to the Texas Pacific Railroad at or near the Colorado River, with the same rights, grants, and privileges, and subject to the same limitations, restrictions, and conditions as were granted to said Southern Pacific Railroad Company of California, by the Act of July twenty-seven, eighteen hundred and sixty-six: *Provided*, however, That this section shall in no way affect or impair the rights, present or prospective, of the Atlantic and Pacific Railroad Company, or any other railroad company.

necessary to secure speedy completion.

President to appoint one commissioner to examine sections of twenty miles as completed.

Railroad declared to be a military post-road.

Transportation for the United States not to be impeded.

Fair and reasonable rates of compensation.

No directors to contract for constructing, &c., any part of the road.

Railroad companies may cross this road.

May have lands, for right of way and for depots at a certain price.

New Orleans, Baton Rouge and Vicksburg Railroad Company may connect with this road.

Grant of right of way.

Grant of lands, to aid in its construction.

20 sections per mile in the State of Louisiana.

Lands to be withdrawn from market, etc.

Roads to be completed within five years.

Southern Pacific Railroad Company may construct a road to connect the Texas Pacific Railroad with San Francisco.

Proviso that right of Atlantic and Pacific Railroad Co. shall be in no way impaired.

ACT OF MAY 2, 1872.

17 Stat., 59.
1871, ch. 122,
vol. xvi. p. 573.

AN ACT supplementary to an act entitled "An act to incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for other purposes," approved March third, eighteen hundred and seventy-one.

Name changed from "Texas Pacific Rail'd Co." to "Texas and Pacific Rail'y Co." The rights, privileges, and franchises conferred.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the name, style, and title of the Texas Pacific Railroad Company shall hereafter be "The Texas and Pacific Railway Company;" and the said The Texas and Pacific Railway Company shall have, possess, and enjoy all the rights, privileges, and franchises heretofore conferred upon the said Texas Pacific Railroad Company.

May issue construction and land bonds.

Construction bonds not to exceed \$40,000 per mile. (See sec. 14 of prior act.)

Granted lands may be included in the mortgage to secure said construction bonds.

Land bonds, how secured.

SEC. 2. That the said The Texas and Pacific Railway Company shall have power and authority to issue the construction and land bonds authorized by the eleventh section of said act of incorporation, for such amounts, not exceeding forty thousand dollars per mile of said road, of construction bonds, as said company may deem needful to provide for the construction and equipment of its line, and to include in the mortgage or mortgages to secure said construction bonds all or any portion of the lands granted in aid of the construction of said railroad; and in the mortgage or mortgages to secure said land bonds, any portion of said lands not so used to secure the construction bonds aforesaid; and all or any portion of the lands acquired by the terms of consolidation lawfully authorized by the fourth section of said act of March third, eighteen hundred and seventy-one, with any railroad company or companies to whom grants of land may have been made, or may hereafter be made, by any Congressional, State, or Territorial authority, or who may have purchased the same previous to any such arrangement or consolidation, and within the time limited for the completion of the road, and all such lands of every description shall be subject to all limitations and conditions now by law existing in relation thereto, and as modified by this act; and this act shall not be construed to revive, enlarge, extend, or create any land grant whatever, beyond that heretofore granted by Congress, and which shall duly inure to said company upon compliance with the terms of this act in relation to the times fixed for completion of said railway, and all such mortgages shall be subject to all the conditions and limitations by law existing under this act and the acts to which it is supplementary in respect to such lands, and shall not be held to vest any title in the mortgage or create any lien on such lands, other than such company is or may become lawfully entitled to vest or create thereunder; but the amount of said land bonds shall not exceed two and a half dollars per acre for all lands covered by the mortgage or mortgages securing the same.

No land grant revived, enlarged, extended, or created by this act.

Amount of land bonds not to exceed, &c.

Mortgages to be filed, and recorded in the Department of the Interior.

Proceeds of bonds and stock, how only to be applied.

Standard of road and equipment to be same as required of the existing Pacific Railways.

Prior liens not affected.

The iron or steel rails to be made from American ore, except, &c.

Construction of road to be commenced where, and to be continued in what direction.

SEC. 3. That all the mortgages made and executed by said railroad company shall be filed and recorded in the Department of the Interior, which shall be a sufficient evidence of their legal execution: *Provided*, That the aforesaid bonds and the authorized capital stock, or the proceeds thereof, shall be applied only for the purpose of securing the construction, operation, and equipment of the contemplated railroad line, under lawful contracts with such parties, and on such terms and conditions as said company may deem needful, and for the further purpose of purchase, consolidation, completion, equipment, and operating of the other roads, as contemplated by said act and specified therein, being a part of the aforesaid railroad line, and for the expenses necessary and incident to the works authorized thereby: *Provided, however*, That said road and its equipment shall be of the standard heretofore required by the United States Government for the existing Pacific Railway lines; *And provided further*, That said mortgage or mortgages shall in no wise impair or affect any lien existing on the property of said company or companies at or before the time of such consolidation.

SEC. 4. That said road shall be constructed of iron or steel rails manufactured from American ore, except such as may have been contracted for before consolidation by any railroad company which may be purchased by or consolidated with this company.

SEC. 5. That the said Texas and Pacific Railway Company shall commence the construction of its road at or near Marshall, Texas, and proceed with its construction, under the original act and this supplement, or in pursuance of the authority derived from any consolidation as aforesaid, westerly from a point near Marshall, and towards San Diego, in the State of California, on the line authorized by the orig-

inal act, and so prosecute the same as to have at least one hundred consecutive miles of railroad from said point complete and in running order within two years after the passage of this act; and so continue to construct, each year thereafter, a sufficient number of miles, not less than one hundred, to secure the completion of the whole line from the aforesaid point on the eastern boundary of the State of Texas to the bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act; and said road from Marshall, Texas, throughout the length thereof, shall be of uniform gauge: *Provided, however,* That the said company shall commence the construction of said road from San Diego eastward within one year from the passage of this act, and construct not less than ten miles before the expiration of the second year, and, after the second year, not less than twenty-five miles per annum in continuous line thereafter between San Diego and the Colorado River, until the junction is formed with the line from the east at the latter point or east thereof; and upon failure to so complete it, Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion; and it shall also be lawful for said company to commence and prosecute the construction of its line from any other point or points on its line; but nothing in this act contained shall be so construed as to authorize the grant of any additional lands or subsidy, of any nature or kind whatsoever, on the part of the Government of the United States: *Provided,* That said Texas and Pacific Railway Company shall be, and it is hereby, authorized and required to construct, maintain, control, and operate a road between Marshall, Texas, and Shreveport, Louisiana, or control and operate any existing road between said points, of the same gauge as the said Texas and Pacific Railroad; and that all roads terminating at Shreveport shall have the right to make the same running connections, and shall be entitled to the same privileges, for the transaction of business in connection with the said Texas and Pacific Railway, as are granted to roads intersecting therewith: *Provided further,* That nothing herein shall be construed as changing the terminus of said Texas and Pacific Railway from Marshall as provided in the original act.

100 consecutive miles to be in running order within two years. 100 miles each year thereafter.

Time of completion, 10 years from May 2, 1872. Uniform gauge. Road from San Diego eastward, when and how to be built.

Upon failure, Congress may adopt measures necessary to secure speedy completion.

Road between Marshall and Shreveport to be controlled and operated by Texas and Pacific.

SEC. 6. That all acts or parts of acts inconsistent with this supplement be, and the same are hereby, repealed.

Repealing clause.

ACT OF MARCH 3, 1873.

AN ACT supplemental to an Act entitled "An Act to incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for other Purposes," approved March third, eighteen hundred and seventy-one.

17 Stat., 598. 1871, ch. 122, vol. XVI, p. 573.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the face value of all bonds hereafter issued by the Texas and Pacific Railroad [Railway] Company, under the provisions of an act approved March third, eighteen hundred and seventy-one, shall, at the option of the company, be either in gold, or other lawful money of the United States, bearing interest, at like option of the company, either in gold or other lawful money of the United States; and any mortgage heretofore executed by said company, securing bonds payable in any lawful money of the United States other than gold, and the bonds recited therein, and to secure which, said mortgage was given, are hereby legalized, and said mortgage and bonds shall have the same effect as though they had been authorized by the act to which this is a supplement. *Provided,* That in all respects the requirements of that law in regard to such mortgage and bonds have been fully complied with.

Face value of bonds hereafter issued by Texas and Pacific Railway Company may be in gold or other lawful money.

Former mortgages legalized if other requirements of law have been complied with.

ACT OF JUNE 22, 1874.

AN ACT supplementary to an act entitled "An act to incorporate the Texas Pacific Railroad Company, and to aid in the construction of its road, and for other purposes."

13 Stat., 197. 1871, ch. 122, vol. XVI, pp. 573, 579.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Texas and Pacific Railway Company is hereby empowered to secure, by one or more mortga-

Texas and Pacific Railway Company author

ized to secure construction bonds by new mortgages. ges upon the whole or any portion of its line, the construction-bonds heretofore authorized to be issued, and to cancel the mortgage now on record with the Secretary of the Interior so far as the same can be done without prejudice to existing rights, and to substitute therefor the mortgage or mortgages hereby authorized, which substituted mortgages shall expressly reserve all rights which may have been acquired under the existing mortgage: *Provided*, That the aggregate of the said bonds to be issued under and secured by said mortgage or mortgages shall not exceed the limits heretofore fixed by Congress; and said mortgages for the division east of Fort Worth shall embrace the roads and property of the Southern Pacific Railroad Company and of the Southern Trans-continental Railway Company, heretofore merged in and consolidated with the said Texas and Pacific Railway Company, under the authority and requirements of the laws of the State of Texas; and which roads so merged as aforesaid shall for that and all other purposes be deemed and taken to be a part of the said Texas and Pacific Railway, and shall hereafter be subject to all the provisions and limitations of the act of Congress incorporating said company and of the supplements thereto: *And provided further*, That nothing in this act shall be construed or have the effect to entitle said corporation to any other or further rights to public lands, or in any other respect as against the United States, than such as by law it is now entitled to.

To cancel mortgage on record with Secretary of the Interior.

To substitute mortgages authorized by this act.

Limit heretofore fixed not to be exceeded.

What new mortgages shall embrace.

Consolidate and roads, how to be deemed.

No other or further rights granted.

APPENDIX No. 3.

UNION PACIFIC.

Memorandum of floating debt, July 31, 1891.

Notes payable	\$14,906,904.16
Notes issued and advances for equipment.....	1,496,949.81
Liabilities in respect of the Oregon Short Line and Utah Northern Railway Company which the Union Pacific Company must provide for in order to protect its large interest in that property	63,666.67
Liabilities in respect of the Union Pacific, Denver and Gulf Railway Company which the Union Pacific Company must provide for in order to protect its large interests in that property	543,986.08
Omaha drafts and acceptances.....	684,269.81
Unpaid coupons and drawn bonds	895,903.40
Liabilities in respect of the Central Branch Union Pacific Railroad Company which the Union Pacific Company must provide for in order to protect its large interests in that property	128,587.28
Gross floating debt.....	18,720,267.21
Allow for the following contingent liabilities:	
Denver Extension sinking fund, July 1, 1891	\$255,000.00
Equipment trust bonds due October 1, 1891, Series A	72,000.00
Accumulation, estimated, of unpaid vouchers at Omaha.	1,000,000.00
	1,327,000.00
Total.....	20,047,267.21

Creditors' agreement.

AUGUST 18, 1891.

The undersigned, creditors of the Union Pacific Railway Company and holders of its promissory obligations, approve the plan set forth below and agree to accept on the terms named below new collateral notes in the place of the promissory obligations now held by them, provided this agreement is assented to within thirty days from this date, or thereabouts, by all the creditors, or nearly all, at the discretion of the committee hereinafter mentioned.

All bonds and all shares of stock now in the treasury of the railway company, and all now pledged as security for the company's notes, and all other securities in the treasury of the company, and all personal property, known and unknown, to be deposited with Messrs. Drexel, Morgan & Co., as trustees, against which the railway company is to issue, and the trustees are to certify, collateral notes, running three years, bearing 6 per cent interest, payable semiannually in gold, the principal to be payable in gold August 1, 1894, with the right, on the part of the railway company, to anticipate the payment of the whole or any part of the outstanding collateral notes after thirty days' notice. If a part of the issue only is called, the collateral notes to be paid shall be determined by the trustees by drawing the numbers.

The total issue of collateral notes to be limited to \$24,000,000, no more to be issued at present than sufficient to take care of the floating debt of the railway company; the remaining collateral notes to be issued by the railway company and certified by the trustees only upon a resolution of the board of directors of the railway company stating that such issue is necessary for the purposes of the company as therein specified, and a resolution of the committee, hereinafter mentioned, authorizing the issue.

In place of the notes now held by them, the creditors to accept said collateral notes at 92½ and interest, surrendering their present notes and collateral, or to extend their present notes for three years from August 1, 1891, at 6 per cent interest, payable half yearly, accepting the collateral notes at 92½ as collateral, and surrendering their present collateral. The holders of the notes so extended to have the right to buy at any time while in their hands the collateral notes held by them at 92½ and interest, either in whole or in part, the proceeds of the collateral notes (whether so purchased or otherwise retired as herein provided) to be applied towards payments of the notes held by them.

A committee of five, composed of three creditors and two directors of the railway company, with power in the committee to add one or two members to their number, if in their judgment desirable, to control and direct the disposition of the securities deposited with the trustees. A majority of said committee to control, except as herein otherwise specified. In case of a vacancy in the committee it is to be filled by the remaining members of the committee from the class in which such vacancy occurs.

The bonds, or any part of them, under control of the committee to be sold by them in their discretion, and the proceeds used in purchasing collateral notes at not over par and interest; or if they cannot be so purchased, then in retiring collateral notes at par and interest in such manner as may be directed by the committee.

The shares of stock, or any part of them, deposited with the trustees, to be sold only in case of default in payment of interest or principal of the collateral notes, unless the committee unanimously resolves to sell, in which case the proceeds shall be applied in the manner above mentioned to the purchase or retirement of collateral notes.

At any sale of the underlying securities the holders of the collateral notes to be entitled to become purchasers at the price fixed, if, in the judgment of the committee, desirable.

The trust deed, and other documents necessary to carry out the above plan, to be drawn under the supervision of, and made satisfactory to, the committee.

The Union Pacific Railway Company, and other companies composing the Union Pacific system, to issue no new bonds and no new notes except notes for supplies actually furnished the company, until the collateral notes are retired, unless such issue of bonds or notes is approved unanimously by the committee.

The committee to be composed as follows: J. Pierpont Morgan, esq.; John A. Stewart, esq.; Edward King, esq.; Frederick L. Ames, esq.; Alexander E. Orr, esq.

Statement of securities available, and to become available, for use as collateral security for the proposed issue of guaranty notes.

	Par value.	Per cent.	Estimated value.
BONDS.			
Union Pacific, Denver and Gulf Rwy. Co. first mortgage 5s.....	\$8,823,000.00	64	\$5,646,720.00
Oregon Short Line and Utah Northern Rwy. Co. consolidated 5s..	3,971,000.00	66	2,620,860.00
Oregon Short Line and Utah Northern Rwy. Co. col. trust 5s	4,573,500.00	66	3,018,510.00
Utah and Northern Rwy. Co. first mortgage 7s	353,000.00	100	353,000.00
Idaho Central Rwy. Co. first mortgage 6s	91,000.00	67	60,970.00
Utah Southern R. R. Co. first mortgage, due July 1, 1891, 7s.....	424,000.00	100	424,000.00
Utah Southern R. R. extension first mortgage 7s.....	899,000.00	96	863,040.00
Union Pacific R. R. Co. Omaha Bridge 8s	5,000.00	110	5,500.00
Union Pacific Rwy. Co. Omaha Bridge renewal 5s	145,000.00	90	130,500.00
Union Pacific Rwy. Co. Kansas Division and collateral mortgage 5s.....	5,000,000.00	80	4,000,000.00
Union Pacific Rwy. Co. collateral trust 4½s	237,000.00	60	142,200.00
Colorado Central R. R. Co. first mortgage 7s	1,370,000.00	100	1,370,000.00
Colorado Central R. R. Co. first mortgage 8s	22,000.00	100	22,000.00
Kansas City and Omaha R. R. Co. first mortgage 5s.....	1,595,500.00	60	957,300.00
Kansas Central R. R. Co. first mortgage 6s.....	1,347,000.00	40	538,800.00
Loveland Pass Mining and Railroad Tunnel Co. first mortgage 7s.....	400,000.00	-----	1,000.00
Manhattan, Alma and Burlingame Rwy. Co. first mortgage 6s....	339,000.00	50	169,500.00
Echo and Park City Rwy. Co. first mortgage 6s	480,000.00	65	312,000.00
Omaha and Republican Valley R. R. Co. first mortgage 7s	41,000.00	65	26,650.00
Omaha and Republican Valley Rwy. Co. consolidated mortgage 5s.....	520,000.00	50	260,000.00
Omaha and Republican Valley Rwy. Co. extension 5s	1,246,000.00	50	623,000.00
Union Pacific Coal Co., first mortgage 5s	4,950,000.00	80	3,960,000.00
Green River Water Works Co. first mortgage 6s	223,000.00	80	178,400.00
Rattlesnake Creek Water Co., first mortgage 6s.....	132,000.00	80	105,600.00
Union Depot Co., Spokane Falls, first mortgage 5s.....	300,000.00	67	201,000.00
Ogden Union Rwy. and Depot Co., first mortgage 5s.....	163,000.00	80	130,400.00
Western Pacific R. R. Co. (Central Pacific) first mortgage 6s.....	12,000.00	104	12,480.00
Kansas Pacific, Denver extension, first mortgage 6s.....	1,000.00	104	1,040.00
Kansas Pacific Rwy. Co., income 7s	1,250.00	50	625.00
St. Louis, Council Bluffs and Omaha R. R., first mortgage 6s	19,500.00	80	15,600.00
Kearney and Black Hills Rwy. Co., first mortgage 5s.....	105,000.00	80	84,000.00
City of Wichita, Kansas, 6s	42,566.00	85	36,181.10
Junction City, Davis County, Kansas, 6s.....	5,000.00	85	4,250.00
Oregon Rwy. and Navigation Co., first mortgage consolidated 5s..	712,000.00	80	569,600.00
Oregon Rwy. and Navigation Co.'s collateral trust 5s.....	1,632,000.00	72	1,175,040.00
Atchison Union Depot Co.'s second mortgage 5s.....	4,500.00	85	3,825.00
Denver, Leadville and Gunnison Rwy. Co.'s first mortgage 4½s ...	23,000.00	50	11,500.00
Total bonds	40,207,816.00	-----	28,035,091.10
STOCKS.			
Oregon Short Line and Utah Northern Rwy. Co	14,990,703.33	20	2,998,140.67
Union Pacific, Denver and Gulf Rwy. Co.....	13,251,882.00	15	1,987,782.30
Union Pacific Coal Co	5,000,000.00	25	1,250,000.00
Pacific Express Co	2,400,000.00	100	2,400,000.00
Central Branch Union Pacific R. R. Co	874,200.00	20	174,840.00
Oregon Rwy. and Navigation Co.....	1,035,000.00	70	724,500.00
Carbon Cut-off Rwy. Co	220,000.00	-----	-----
Denver, Leadville and Gunnison Rwy. Co	3,000,000.00	-----	-----
Echo and Park City Rwy. Co	480,000.00	-----	-----

The first part of the paper is devoted to a general discussion of the problem of the origin of life. It is shown that the problem is one of the most important and interesting in the history of science. The author discusses the various theories of the origin of life, and shows that the most probable one is that life originated from non-living matter. The second part of the paper is devoted to a detailed discussion of the chemical processes which are thought to have led to the origin of life. The author shows that the most important of these processes are the formation of organic molecules from inorganic materials, and the formation of the first living cells. The third part of the paper is devoted to a discussion of the evolution of life. The author shows that life has evolved from simple to more complex forms, and that the most important of these changes are the development of the nervous system, the development of the brain, and the development of the human race. The fourth part of the paper is devoted to a discussion of the future of life. The author shows that life is still evolving, and that the most important of these changes are the development of new species, the development of new forms of life, and the development of the human race.

APPENDIX No. 4.

CALCULATIONS UNDER SENATE BILL No. 751, AS AMENDED.

CENTRAL PACIFIC RAILROAD (INCLUDING WESTERN PACIFIC).

Principal of bonds advanced:

To Central Pacific	\$25, 885, 120. 00
To Western Pacific	1, 970, 560. 00

Total \$27, 855, 680. 00

Interest thereon to maturity at 6 per cent:

Account of Central Pacific	45, 86, 454, 67
Account of Western Pacific	3, 462, 469. 74

Total 49, 248, 924. 41

Total debt at maturity 77, 104, 604. 41

Less credits to bond and interest account:

To June 30, 1891	\$6, 918, 927. 66
Estimate for one year to June 30, 1892.....	225, 000. 00
	7, 143, 927. 66

Debt as of June 30, 1892, without further credits 69, 960, 676. 75

The present worth of \$69,960,676.75, discounting said amount at 2 per cent per annum, compounded, semiannually, for the period between the average date of maturity, December 8, 1897, and the first day of July, 1892, is 62, 788, 501. 04

Deduct amount covered into the sinking fund account:

To June 30, 1891.....	\$5, 109, 405. 36
Estimate for one year to June 30, 1892.....	500, 000. 00
	5, 609, 405. 36

Amount for which the company will have to execute its bonds..... 57, 179, 095. 68

CENTRAL PACIFIC.

Calculations on the basis that the debt amounted to \$57,179,000 in round numbers.

FIRST PERIOD (TEN YEARS).

No.	Payments.	Principal, one-twentieth of 1 per cent.	Interest, 2 per cent.	Total.	Year.
1	Jan. 1, 1893.....	\$28, 589. 50	\$571, 790. 00	\$1, 200, 473. 11	1
2	July 1, 1893.....	28, 589. 50	571, 504. 11		
3	Jan. 1, 1894.....	28, 589. 50	571, 218. 21	1, 199, 329. 53	2
4	July 1, 1894.....	28, 589. 50	570, 932. 32		
5	Jan. 1, 1895.....	28, 589. 50	570, 646. 42	1, 198, 185. 95	2
6	July 1, 1895.....	28, 589. 50	570, 360. 53		
7	Jan. 1, 1896.....	28, 589. 50	570, 074. 63	1, 197, 042. 37	4
8	July 1, 1896.....	28, 589. 50	569, 788. 74		
9	Jan. 1, 1897.....	28, 589. 50	569, 502. 84	1, 195, 898. 79	5
10	July 1, 1897.....	28, 589. 50	569, 216. 95		
11	Jan. 1, 1898.....	28, 589. 50	568, 931. 05	1, 194, 755. 21	6
12	July 1, 1898.....	28, 589. 50	568, 645. 16		
13	Jan. 1, 1899.....	28, 589. 50	568, 359. 26	1, 193, 611. 63	7
14	July 1, 1899.....	28, 589. 50	568, 073. 37		
15	Jan. 1, 1900.....	28, 589. 50	567, 787. 47	1, 192, 468. 05	8
16	July 1, 1900.....	28, 589. 50	567, 501. 58		
17	Jan. 1, 1901.....	28, 589. 50	567, 215. 68	1, 191, 324. 47	9
18	July 1, 1901.....	28, 589. 50	566, 929. 79		
19	Jan. 1, 1902.....	28, 589. 50	566, 643. 89	1, 190, 180. 89	10
20	July 1, 1902.....	28, 589. 50	566, 358. 00		
	Total.....	571, 790. 00	11, 381, 480. 00	11, 953, 270. 00	

Calculations on the basis that the debt amounted to \$57,179,000 in round numbers—Cont'd.

SECOND PERIOD (TEN YEARS).

No.	Payments.	Principal, one-fourth of 1 per cent.	Interest, 2 per cent.	Total.	Year.
21	Jan. 1, 1903.....	\$142,947.50	\$566,072.10	\$1,416,609.73	11
22	July 1, 1903.....	142,947.50	564,642.63		
23	Jan. 1, 1904.....	142,947.50	563,213.15	1,410,891.83	12
24	July 1, 1904.....	142,947.50	561,783.68		
25	Jan. 1, 1905.....	142,947.50	560,354.20	1,405,173.93	13
26	July 1, 1905.....	142,947.50	558,924.73		
27	Jan. 1, 1906.....	142,947.50	557,495.25	1,399,456.03	14
28	July 1, 1906.....	142,947.50	556,065.78		
29	Jan. 1, 1907.....	142,947.50	554,636.30	1,393,738.13	15
30	July 1, 1907.....	142,947.50	553,206.83		
31	Jan. 1, 1908.....	142,947.50	551,777.35	1,388,020.23	16
32	July 1, 1908.....	142,947.50	550,347.88		
33	Jan. 1, 1909.....	142,947.50	548,918.40	1,382,302.33	17
34	July 1, 1909.....	142,947.50	547,488.93		
35	Jan. 1, 1910.....	142,947.50	546,059.45	1,376,584.43	18
36	July 1, 1910.....	142,947.50	544,629.98		
37	Jan. 1, 1911.....	142,947.50	543,200.50	1,370,866.53	19
38	July 1, 1911.....	142,947.50	541,771.03		
39	Jan. 1, 1912.....	142,947.50	540,341.55	1,365,148.63	20
40	July 1, 1912.....	142,947.50	538,912.08		
Total.....		2,858,950.00	11,049,841.80	13,908,791.80	

THIRD PERIOD (20 YEARS).

No.	Payments.	Principal, seven-twenti- eths of 1 per cent.	Interest, 2 per cent.	Total.	Year.
41	Jan. 1, 1913.....	\$200,126.50	\$537,482.60	\$1,473,216.94	21
42	July 1, 1913.....	200,126.50	535,481.34		
43	Jan. 1, 1914.....	200,126.50	533,480.07	1,465,211.88	22
44	July 1, 1914.....	200,126.50	531,478.81		
45	Jan. 1, 1915.....	200,126.50	529,477.54	1,457,206.82	23
46	July 1, 1915.....	200,126.50	527,476.28		
47	Jan. 1, 1916.....	200,126.50	525,475.01	1,449,201.76	24
48	July 1, 1916.....	200,126.50	523,473.75		
49	Jan. 1, 1917.....	200,126.50	521,472.48	1,441,196.70	25
50	July 1, 1917.....	200,126.50	519,471.22		
51	Jan. 1, 1918.....	200,126.50	517,469.95	1,433,191.64	26
52	July 1, 1918.....	200,126.50	515,468.69		
53	Jan. 1, 1919.....	200,126.50	513,467.42	1,425,186.58	27
54	July 1, 1919.....	200,126.50	511,466.16		
55	Jan. 1, 1920.....	200,126.50	509,464.89	1,417,181.52	28
56	July 1, 1920.....	200,126.50	507,463.63		
57	Jan. 1, 1921.....	200,126.50	505,462.36	1,409,176.46	29
58	July 1, 1921.....	200,126.50	503,461.10		
59	Jan. 1, 1922.....	200,126.50	501,459.83	1,401,171.40	30
60	July 1, 1922.....	200,126.50	499,458.57		
61	Jan. 1, 1923.....	200,126.50	497,457.30	1,393,166.34	31
62	July 1, 1923.....	200,126.50	495,456.04		
63	Jan. 1, 1924.....	200,126.50	493,454.77	1,385,161.28	32
64	July 1, 1924.....	200,126.50	491,453.51		
65	Jan. 1, 1925.....	200,126.50	489,452.24	1,377,156.22	33
66	July 1, 1925.....	200,126.50	487,450.98		
67	Jan. 1, 1926.....	200,126.50	485,449.71	1,369,151.16	34
68	July 1, 1926.....	200,126.50	483,448.45		
69	Jan. 1, 1927.....	200,126.50	481,447.18	1,361,146.10	35
70	July 1, 1927.....	200,126.50	479,445.92		
71	Jan. 1, 1928.....	200,126.50	477,444.65	1,353,141.04	36
72	July 1, 1928.....	200,126.50	475,443.39		
73	Jan. 1, 1929.....	200,126.50	473,442.12	1,345,135.98	37
74	July 1, 1929.....	200,126.50	471,440.86		
75	Jan. 1, 1930.....	200,126.50	469,439.59	1,337,130.92	38
76	July 1, 1930.....	200,126.50	467,438.33		
77	Jan. 1, 1931.....	200,126.50	465,437.06	1,329,125.86	39
78	July 1, 1931.....	200,126.50	463,435.80		
79	Jan. 1, 1932.....	200,126.50	461,434.53	1,321,120.80	40
80	July 1, 1932.....	200,126.50	459,433.27		
Total.....		8,005,060.00	19,938,317.40	27,943,377.40	

Calculations on the basis that the debt amounted to \$57,179,000 in round numbers—Cont'd.

FOURTH PERIOD (40 YEARS).

No.	Payments.	Principal, one-half of 1 per cent.	Interest, 2 per cent.	Total.	Years.
81	Jan. 1, 1933.....	\$285, 895. 00	\$457, 432. 00	\$1, 483, 795. 05	41
82	July 1, 1933.....	285, 895. 00	454, 573. 05		
83	Jan. 1, 1934.....	285, 895. 00	451, 714. 10	1, 472, 359. 25	42
84	July 1, 1934.....	285, 895. 00	448, 855. 15		
85	Jan. 1, 1935.....	285, 895. 00	445, 996. 20	1, 460, 923. 45	43
86	July 1, 1935.....	285, 895. 00	443, 137. 25		
87	Jan. 1, 1936.....	285, 895. 00	440, 278. 30	1, 449, 487. 65	44
88	July 1, 1936.....	285, 895. 00	437, 419. 35		
89	Jan. 1, 1937.....	285, 895. 00	434, 560. 40	1, 438, 051. 85	45
90	July 1, 1937.....	285, 895. 00	431, 701. 45		
91	Jan. 1, 1938.....	285, 895. 00	428, 842. 50	1, 426, 616. 05	46
92	July 1, 1938.....	285, 895. 00	425, 983. 55		
93	Jan. 1, 1939.....	285, 895. 00	423, 124. 60	1, 415, 180. 25	47
94	July 1, 1939.....	285, 895. 00	420, 265. 65		
95	Jan. 1, 1940.....	285, 895. 00	417, 406. 70	1, 403, 744. 45	48
96	July 1, 1940.....	285, 895. 00	414, 547. 75		
97	Jan. 1, 1941.....	285, 895. 00	411, 688. 80	1, 392, 308. 65	49
98	July 1, 1941.....	285, 895. 00	408, 829. 85		
99	Jan. 1, 1942.....	285, 895. 00	405, 970. 90	1, 380, 872. 85	50
100	July 1, 1942.....	285, 895. 00	403, 111. 95		
101	Jan. 1, 1943.....	285, 895. 00	400, 253. 00	1, 369, 437. 05	51
102	July 1, 1943.....	285, 895. 00	397, 394. 05		
103	Jan. 1, 1944.....	285, 895. 00	394, 535. 10	1, 358, 001. 25	52
104	July 1, 1944.....	285, 895. 00	391, 676. 15		
105	Jan. 1, 1945.....	285, 895. 00	388, 817. 20	1, 346, 565. 45	53
106	July 1, 1945.....	285, 895. 00	385, 958. 25		
107	Jan. 1, 1946.....	285, 895. 00	383, 099. 30	1, 335, 129. 65	54
108	July 1, 1946.....	285, 895. 00	380, 240. 35		
109	Jan. 1, 1947.....	285, 895. 00	377, 381. 40	1, 323, 693. 85	55
110	July 1, 1947.....	285, 895. 00	374, 522. 45		
111	Jan. 1, 1948.....	285, 895. 00	371, 663. 50	1, 312, 258. 05	56
112	July 1, 1948.....	285, 895. 00	368, 804. 55		
113	Jan. 1, 1949.....	285, 895. 00	365, 945. 60	1, 300, 822. 25	57
114	July 1, 1949.....	285, 895. 00	363, 086. 65		
115	Jan. 1, 1950.....	285, 895. 00	360, 227. 70	1, 289, 386. 45	58
116	July 1, 1950.....	285, 895. 00	357, 368. 75		
117	Jan. 1, 1951.....	285, 895. 00	354, 509. 80	1, 277, 950. 65	59
118	July 1, 1951.....	285, 895. 00	351, 650. 85		
119	Jan. 1, 1952.....	285, 895. 00	348, 791. 90	1, 266, 514. 85	60
120	July 1, 1952.....	285, 895. 00	345, 932. 95		
121	Jan. 1, 1953.....	285, 895. 00	343, 074. 00	1, 255, 079. 05	61
122	July 1, 1953.....	285, 895. 00	340, 215. 05		
123	Jan. 1, 1954.....	285, 895. 00	337, 356. 10	1, 243, 643. 25	62
124	July 1, 1954.....	285, 895. 00	334, 497. 15		
125	Jan. 1, 1955.....	285, 895. 00	331, 638. 20	1, 232, 207. 45	63
126	July 1, 1955.....	285, 895. 00	328, 779. 25		
127	Jan. 1, 1956.....	285, 895. 00	325, 920. 30	1, 220, 771. 65	64
128	July 1, 1956.....	285, 895. 00	323, 061. 35		
129	Jan. 1, 1957.....	285, 895. 00	320, 202. 40	1, 209, 335. 85	65
130	July 1, 1957.....	285, 895. 00	317, 343. 45		
131	Jan. 1, 1958.....	285, 895. 00	314, 484. 50	1, 197, 900. 05	66
132	July 1, 1958.....	285, 895. 00	311, 625. 55		
133	Jan. 1, 1959.....	285, 895. 00	308, 766. 60	1, 186, 464. 25	67
134	July 1, 1959.....	285, 895. 00	305, 907. 65		
135	Jan. 1, 1960.....	285, 895. 00	303, 048. 70	1, 175, 028. 45	68
136	July 1, 1960.....	285, 895. 00	300, 189. 75		
137	Jan. 1, 1961.....	285, 895. 00	297, 330. 80	1, 163, 592. 65	69
138	July 1, 1961.....	285, 895. 00	294, 471. 85		
139	Jan. 1, 1962.....	285, 895. 00	291, 612. 90	1, 152, 156. 85	70
140	July 1, 1962.....	285, 895. 00	288, 753. 95		
141	Jan. 1, 1963.....	285, 895. 00	285, 895. 00	1, 140, 721. 05	71
142	July 1, 1963.....	285, 895. 00	283, 036. 05		
143	Jan. 1, 1964.....	285, 895. 00	280, 177. 10	1, 129, 285. 25	72
144	July 1, 1964.....	285, 895. 00	277, 318. 15		
145	Jan. 1, 1965.....	285, 895. 00	274, 459. 20	1, 117, 849. 45	73
146	July 1, 1965.....	285, 895. 00	271, 600. 25		
147	Jan. 1, 1966.....	285, 895. 00	268, 741. 30	1, 106, 413. 65	74
148	July 1, 1966.....	285, 895. 00	265, 882. 35		
149	Jan. 1, 1967.....	285, 895. 00	263, 023. 40	1, 094, 977. 85	75
150	July 1, 1967.....	285, 895. 00	260, 164. 45		
151	Jan. 1, 1968.....	285, 895. 00	257, 305. 50	1, 083, 542. 05	76
152	July 1, 1968.....	285, 895. 00	254, 446. 55		
153	Jan. 1, 1969.....	285, 895. 00	251, 587. 60	1, 072, 106. 25	77
154	July 1, 1969.....	285, 895. 00	248, 728. 65		
155	Jan. 1, 1970.....	285, 895. 00	245, 869. 70	1, 060, 670. 45	78
156	July 1, 1970.....	285, 895. 00	243, 010. 75		

Calculations on the basis that the debt amounted to \$57,179,000 in round numbers—Cont'd

FOURTH PERIOD (40 YEARS)—Continued.

No.	Payments.	Principal, one-half of 1 per cent.	Interest, 2 per cent.	Total.	Years.
157	Jan. 1, 1971.....	\$285,895.00	\$240,151.80	\$1,049,234.65	79
158	July 1, 1971.....	285,895.00	237,292.85		
159	Jan. 1, 1972.....	285,895.00	234,433.90	1,037,798.85	80
160	July 1, 1972.....	285,895.00	231,574.95		
	Total.....	22,871,600.00	27,560,278.00	50,431,878.00	

FIFTH PERIOD (20 YEARS).

No.	Payments.	Principal, 1 per cent.	Interest, 2 per cent.	Total.	Year.
161	Jan. 1, 1973.....	\$571,790.00	\$228,716.00	\$1,595,294.10	81
162	July 1, 1973.....	571,790.00	222,998.10		
163	Jan. 1, 1974.....	571,790.00	217,280.20	1,572,422.50	82
164	July 1, 1974.....	571,790.00	211,562.30		
165	Jan. 1, 1975.....	571,790.00	205,844.40	1,549,550.90	83
166	July 1, 1975.....	571,790.00	200,126.50		
167	Jan. 1, 1976.....	571,790.00	194,408.60	1,526,679.30	84
168	July 1, 1976.....	571,790.00	188,690.70		
169	Jan. 1, 1977.....	571,790.00	182,972.80	1,503,807.70	85
170	July 1, 1977.....	571,790.00	177,254.90		
171	Jan. 1, 1978.....	571,790.00	171,537.00	1,480,936.10	86
172	July 1, 1978.....	571,790.00	165,819.10		
173	Jan. 1, 1979.....	571,790.00	160,101.20	1,458,064.50	87
174	July 1, 1979.....	571,790.00	154,383.30		
175	Jan. 1, 1980.....	571,790.00	148,665.40	1,435,192.90	88
176	July 1, 1980.....	571,790.00	142,947.50		
177	Jan. 1, 1981.....	571,790.00	137,229.60	1,412,321.30	89
178	July 1, 1981.....	571,790.00	131,511.70		
179	Jan. 1, 1982.....	571,790.00	125,793.80	1,389,449.70	90
180	July 1, 1982.....	571,790.00	120,075.90		
181	Jan. 1, 1983.....	571,790.00	114,358.00	1,366,578.10	91
182	July 1, 1983.....	571,790.00	108,640.10		
183	Jan. 1, 1984.....	571,790.00	102,922.20	1,343,706.50	92
184	July 1, 1984.....	571,790.00	97,204.30		
185	Jan. 1, 1985.....	571,790.00	91,486.40	1,320,834.90	93
186	July 1, 1985.....	571,790.00	85,768.50		
187	Jan. 1, 1986.....	571,790.00	80,050.60	1,297,963.30	94
188	July 1, 1986.....	571,790.09	74,332.70		
189	Jan. 1, 1987.....	571,790.00	68,614.80	1,275,091.70	95
190	July 1, 1987.....	571,790.00	62,896.90		
191	Jan. 1, 1988.....	571,790.00	57,179.00	1,252,220.10	96
192	July 1, 1988.....	571,790.00	51,461.10		
193	Jan. 1, 1989.....	571,790.00	45,743.20	1,229,348.50	97
194	July 1, 1989.....	571,790.00	40,025.30		
195	Jan. 1, 1990.....	571,790.00	34,307.40	1,206,476.90	98
196	July 1, 1990.....	571,790.00	28,589.50		
197	Jan. 1, 1991.....	571,790.00	22,871.60	1,183,605.30	99
198	July 1, 1991.....	571,790.00	17,153.70		
199	Jan. 1, 1992.....	571,790.00	11,435.80	1,160,733.70	100
200	July 1, 1992.....	571,790.00	5,717.90		
	Total.....	22,871,600.00	4,688,678.00	27,560,278.00	

RECAPITULATION.

Period.	Principal.	Interest.	Total.
First (10 years)	\$571,790.00	\$11,381,480.00	\$11,953,270.00
Second (10 years).....	2,858,950.00	11,049,841.80	13,908,791.80
Third (20 years).....	8,005,060.00	19,938,317.40	27,943,377.40
Fourth (40 years).....	22,871,600.00	27,560,278.00	50,431,878.00
Fifth (20 years).....	22,871,600.00	4,688,678.00	27,560,278.00
Total.....	57,179,000.00	74,618,595.20	131,797,595.20

Average semiannual payments.

Period.	On account of—		Total.
	Principal.	Interest.	
First (10 years)	\$28,589.50	\$569,074.00	\$597,663.50
Second (10 years)	142,947.50	552,492.09	695,439.59
Third (20 years)	200,126.50	498,457.93	698,584.43
Fourth (40 years)	285,895.00	344,503.47	630,398.47
Fifth (20 years)	571,790.00	117,216.95	689,006.95

General average semiannual payments.

On account of—		
Principal		\$285,895.00
Interest		373,092.97
Total		658,987.97
Average annual payments		1,317,975.95

UNION PACIFIC RAILWAY (INCLUDING KANSAS PACIFIC AND CENTRAL BRANCH).

Principal of bonds advanced:

To Union Pacific	\$27,236,512.00	
To Kansas Pacific	6,303,000.00	
To Central Branch	1,600,000.00	
Total		\$35,139,512.00

Interest thereon to maturity at 6 per cent:

Account of Union Pacific	48,115,835.85	
Account of Kansas Pacific	11,188,943.09	
Account of Central Branch	2,826,608.26	
		62,131,387.20
Total debt at maturity		97,270,899.20

Less credits to bond and interest account:

To June 30, 1891	17,633,708.45	
Estimate for one year to June 30, 1892	600,000.00	
		18,233,708.45

Debt as of June 30, 1892, without further credits 79,037,190.75

The present worth of \$79,037,190.75, discounting said amount at 2 per cent per annum, compounded semiannually, for the period between the average date of maturity (say July 1, 1897) and the 1st day of July, 1892, is 71,551,337.72

Deduct amount covered into the sinking-fund account:

To June 30, 1891	11,688,484.15	
Estimate for one year, to June 30, 1892	1,300,000.00	
		12,988,484.15

Amount for which the company will have to execute its bonds 58,562,853.57

UNION PACIFIC.

Calculations on the basis that the debt amounted to \$58,563,000 in round numbers.

FIRST PERIOD (10 YEARS).

No.	Payments.	Principal one-twentieth of 1 per cent.	Interest, 2 per cent.	Total.	Year.
1	Jan. 1, 1893	29, 281. 50	\$585, 630. 00	\$1, 229, 530. 19	1
2	July 1, 1893	29, 281. 50	585, 337. 19		
3	Jan. 1, 1894	29, 281. 50	585, 044. 37	1, 228, 358. 93	2
4	July 1, 1894	29, 281. 50	584, 751. 56		
5	Jan. 1, 1895	29, 281. 50	584, 458. 74	1, 227, 187. 67	3
6	July 1, 1895	29, 281. 50	584, 165. 93		
7	Jan. 1, 1896	29, 281. 50	583, 873. 11	1, 226, 016. 41	4
8	July 1, 1896	29, 281. 50	583, 580. 30		
9	Jan. 1, 1897	29, 281. 50	583, 287. 48	1, 224, 845. 15	5
10	July 1, 1897	29, 281. 50	582, 994. 67		
11	Jan. 1, 1898	29, 281. 50	582, 701. 85	1, 223, 673. 89	6
12	July 1, 1898	29, 281. 50	582, 409. 04		
13	Jan. 1, 1899	29, 281. 50	582, 116. 22	1, 222, 502. 63	7
14	July 1, 1899	29, 281. 50	581, 823. 41		
15	Jan. 1, 1900	29, 281. 50	581, 530. 59	1, 221, 331. 37	8
16	July 1, 1900	29, 281. 50	581, 237. 78		
17	Jan. 1, 1901	29, 281. 50	580, 944. 96	1, 220, 160. 11	9
18	July 1, 1901	29, 281. 50	580, 652. 15		
19	Jan. 1, 1902	29, 281. 50	580, 359. 33	1, 218, 988. 85	10
20	July 1, 1902	29, 281. 50	580, 066. 52		
Total.....		585, 630. 00	11, 656, 965. 20	12, 242, 595. 20	

SECOND PERIOD (10 YEARS).

No.	Payments.	Principal, one-fourth of 1 per cent.	Interest, 2 per cent.	Total.	Years.
21	Jan. 1, 1903	\$146, 407. 50	\$579, 773. 70	\$1, 450, 898. 33	11
22	July 1, 1903	146, 407. 50	578, 309. 63		
23	Jan. 1, 1904	146, 407. 50	576, 845. 55	1, 445, 042. 03	12
24	July 1, 1904	146, 407. 50	575, 381. 48		
25	Jan. 1, 1905	146, 407. 50	573, 917. 40	1, 439, 185. 73	13
26	July 1, 1905	146, 407. 50	572, 453. 33		
27	Jan. 1, 1906	146, 407. 50	570, 989. 25	1, 433, 329. 43	14
28	July 1, 1906	146, 407. 50	569, 525. 18		
29	Jan. 1, 1907	146, 407. 50	568, 061. 10	1, 427, 473. 13	15
30	July 1, 1907	146, 407. 50	566, 597. 03		
31	Jan. 1, 1908	146, 407. 50	565, 132. 95	1, 421, 616. 83	16
32	July 1, 1908	146, 407. 50	563, 668. 88		
33	Jan. 1, 1909	146, 407. 50	562, 204. 80	1, 415, 760. 53	17
34	July 1, 1909	146, 407. 50	560, 740. 73		
35	Jan. 1, 1910	146, 407. 50	559, 276. 65	1, 409, 904. 23	18
36	July 1, 1910	146, 407. 50	557, 812. 58		
37	Jan. 1, 1911	146, 407. 50	556, 348. 50	1, 404, 047. 93	19
38	July 1, 1911	146, 407. 50	554, 884. 43		
39	Jan. 1, 1912	146, 407. 50	553, 420. 35	1, 398, 191. 63	20
40	July 1, 1912	146, 407. 50	551, 956. 28		
Total.....		2, 928, 150. 00	11, 317, 299. 80	14, 245, 449. 80	

Calculations on the basis that the debt amounted to \$58,563,000 in round numbers—Cont'd.

THIRD PERIOD (20 YEARS).

No.	Payments.	Principal, seven-twentieths of 1 per cent.	Interest, 2 per cent.	Total.	Years.
41	Jan. 1, 1913.....	\$204,970.50	\$550,492.20	\$1,508,875.70	21
42	July 1, 1913.....	204,970.50	548,442.50		
43	Jan. 1, 1914.....	204,970.50	546,392.79	1,500,676.88	22
44	July 1, 1914.....	204,970.50	544,343.09		
45	Jan. 1, 1915.....	204,970.50	542,293.38	1,492,478.06	23
46	July 1, 1915.....	204,970.50	540,243.68		
47	Jan. 1, 1916.....	204,970.50	538,193.97	1,484,279.24	24
48	July 1, 1916.....	204,970.50	536,144.27		
49	Jan. 1, 1917.....	204,970.50	534,094.56	1,476,080.42	25
50	July 1, 1917.....	204,970.50	532,044.86		
51	Jan. 1, 1918.....	204,970.50	529,995.15	1,467,881.60	26
52	July 1, 1918.....	204,970.50	527,945.45		
53	Jan. 1, 1919.....	204,970.50	525,895.74	1,459,682.78	27
54	July 1, 1919.....	204,970.50	523,846.04		
55	Jan. 1, 1920.....	204,970.50	521,796.33	1,451,483.96	28
56	July 1, 1920.....	204,970.50	519,746.63		
57	Jan. 1, 1921.....	204,970.50	517,696.92	1,443,285.14	29
58	July 1, 1921.....	204,970.50	515,647.22		
59	Jan. 1, 1922.....	204,970.50	513,597.51	1,435,086.32	30
60	July 1, 1922.....	204,970.50	511,547.81		
61	Jan. 1, 1923.....	204,970.50	509,498.10	1,426,887.50	31
62	July 1, 1923.....	204,970.50	507,448.40		
63	Jan. 1, 1924.....	204,970.50	505,398.69	1,418,688.68	32
64	July 1, 1924.....	204,970.50	503,348.99		
65	Jan. 1, 1925.....	204,970.50	501,299.28	1,410,489.86	33
66	July 1, 1925.....	204,970.50	499,249.58		
67	Jan. 1, 1926.....	204,970.50	497,199.87	1,402,291.04	34
68	July 1, 1926.....	204,970.50	495,150.17		
69	Jan. 1, 1927.....	204,970.50	493,100.46	1,394,092.22	35
70	July 1, 1927.....	204,970.50	491,050.76		
71	Jan. 1, 1928.....	204,970.50	489,001.05	1,385,893.40	36
72	July 1, 1928.....	204,970.50	486,951.35		
73	Jan. 1, 1929.....	204,970.50	484,901.64	1,377,694.58	37
74	July 1, 1929.....	204,970.50	482,851.94		
75	Jan. 1, 1930.....	204,970.50	480,802.23	1,369,495.76	38
76	July 1, 1930.....	204,970.50	478,752.53		
77	Jan. 1, 1931.....	204,970.50	476,702.82	1,361,296.94	39
78	July 1, 1931.....	204,970.50	474,653.12		
79	Jan. 1, 1932.....	204,970.50	422,603.41	1,353,098.12	40
80	July 1, 1932.....	204,970.50	470,553.71		
	Total.....	8,198,820.00	20,420,918.20	28,619,738.20	

FOURTH PERIOD (40 YEARS).

No.	Payments.	Principal, one-half of 1 per cent.	Interest, 2 per cent.	Total.	Years.
81	Jan. 1, 1933.....	\$292,815.00	\$468,504.00	\$1,519,709.85	41
82	July 1, 1933.....	292,815.00	465,575.85		
83	Jan. 1, 1934.....	292,815.00	462,647.70	1,507,997.25	42
84	July 1, 1934.....	292,815.00	459,719.55		
85	Jan. 1, 1935.....	292,815.00	456,791.40	1,496,284.65	43
86	July 1, 1935.....	292,815.00	453,863.25		
87	Jan. 1, 1936.....	292,815.00	450,935.10	1,484,572.05	44
88	July 1, 1936.....	292,815.00	448,006.95		
89	Jan. 1, 1937.....	292,815.00	445,078.80	1,472,859.45	45
90	July 1, 1937.....	292,815.00	442,150.65		
91	Jan. 1, 1938.....	292,815.00	439,222.50	1,461,146.85	46
92	July 1, 1938.....	292,815.00	436,294.35		
93	Jan. 1, 1939.....	292,815.00	433,366.20	1,449,434.25	47
94	July 1, 1939.....	292,815.00	430,438.05		
95	Jan. 1, 1940.....	292,815.00	427,509.90	1,437,721.65	48
96	July 1, 1940.....	292,815.00	424,581.75		
97	Jan. 1, 1941.....	292,815.00	421,653.60	1,426,009.05	49
98	July 1, 1941.....	292,815.00	418,725.45		
99	Jan. 1, 1942.....	292,815.00	415,797.30	1,414,296.45	50
100	July 1, 1942.....	292,815.00	412,869.15		
101	Jan. 1, 1943.....	292,815.00	409,941.00	1,402,583.85	51
102	July 1, 1943.....	292,815.00	407,012.85		
103	Jan. 1, 1944.....	292,815.00	404,084.70	1,390,871.25	52
104	July 1, 1944.....	292,815.00	401,156.55		

Calculations on the basis that the debt amounted to \$58,563,900 in round numbers—Cont'd.

FOURTH PERIOD (40 YEARS)—Continued.

No.	Payments.	Principal, one-half of 1 per cent.	Interest, 2 per cent.	Total.	Years.
105	Jan. 1, 1945	\$292,815.00	\$398,228.40	\$1,379,158.65	53
106	July 1, 1945	292,815.00	395,300.25		
107	Jan. 1, 1946	292,815.00	392,372.10	1,367,446.05	54
108	July 1, 1946	292,815.00	389,443.95		
109	Jan. 1, 1947	292,815.00	386,515.80	1,355,733.45	55
110	July 1, 1947	292,815.00	383,587.65		
111	Jan. 1, 1948	292,815.00	380,659.50	1,344,020.85	56
112	July 1, 1948	292,815.00	377,731.35		
113	Jan. 1, 1949	292,815.00	374,803.20	1,332,308.25	57
114	July 1, 1949	292,815.00	371,875.05		
115	Jan. 1, 1950	292,815.00	368,946.90	1,320,595.65	58
116	July 1, 1950	292,815.00	366,018.75		
117	Jan. 1, 1951	292,815.00	363,090.60	1,308,883.05	59
118	July 1, 1951	292,815.00	360,162.45		
119	Jan. 1, 1952	292,815.00	357,234.30	1,297,170.45	60
120	July 1, 1952	292,815.00	354,306.15		
121	Jan. 1, 1953	292,815.00	351,378.00	1,285,457.85	61
122	July 1, 1953	292,815.00	348,449.85		
123	Jan. 1, 1954	292,815.00	345,521.70	1,273,745.25	62
124	July 1, 1954	292,815.00	342,593.55		
125	Jan. 1, 1955	292,815.00	339,665.40	1,262,032.65	63
126	July 1, 1955	292,815.00	336,737.25		
127	Jan. 1, 1956	292,815.00	333,809.10	1,250,320.05	64
128	July 1, 1956	292,815.00	330,880.95		
129	Jan. 1, 1957	292,815.00	327,952.80	1,238,607.45	65
130	July 1, 1957	292,815.00	325,024.65		
131	Jan. 1, 1958	292,815.00	322,096.50	1,226,894.85	66
132	July 1, 1958	292,815.00	319,168.35		
133	Jan. 1, 1959	292,815.00	316,240.20	1,215,182.25	67
134	July 1, 1959	292,815.00	313,312.05		
135	Jan. 1, 1960	292,815.00	310,383.90	1,203,469.65	68
136	July 1, 1960	292,815.00	307,455.75		
137	Jan. 1, 1961	292,815.00	304,527.60	1,191,757.05	69
138	July 1, 1961	292,815.00	301,599.45		
139	Jan. 1, 1962	292,815.00	298,671.30	1,180,044.45	70
140	July 1, 1962	292,815.00	295,743.15		
141	Jan. 1, 1963	292,815.00	292,815.00	1,168,331.85	71
142	July 1, 1963	292,815.00	289,886.85		
143	Jan. 1, 1964	292,815.00	286,958.70	1,156,619.25	72
144	July 1, 1964	292,815.00	284,030.55		
145	Jan. 1, 1965	292,815.00	281,102.40	1,144,906.65	73
146	July 1, 1965	292,815.00	278,174.25		
147	Jan. 1, 1966	292,815.00	275,246.10	1,133,194.05	74
148	July 1, 1966	292,815.00	272,317.95		
149	Jan. 1, 1967	292,815.00	269,389.80	1,121,481.45	75
150	July 1, 1967	292,815.00	266,461.65		
151	Jan. 1, 1968	292,815.00	263,533.50	1,109,768.85	76
152	July 1, 1968	292,815.00	260,605.35		
153	Jan. 1, 1969	292,815.00	257,677.20	1,098,056.25	77
154	July 1, 1969	292,815.00	254,749.05		
155	Jan. 1, 1970	292,815.00	251,820.90	1,086,343.65	78
156	July 1, 1970	292,815.00	248,892.75		
157	Jan. 1, 1971	292,815.00	245,964.60	1,074,631.05	79
158	July 1, 1971	292,815.00	243,036.45		
159	Jan. 1, 1972	292,815.00	240,108.30	1,062,918.45	80
160	July 1, 1972	292,815.00	237,180.15		
	Total	23,425,200.00	28,227,366.00	51,652,566.00	

Calculations on the basis that the debt amounted to \$58,563,000 in round numbers—Cont'd.

FIFTH PERIOD (20 YEARS).

No.	Payments.	Principal, 1 per cent.	Interest, 2 per cent.	Total.	Years.
161	Jan. 1, 1973.....	\$585, 630. 00	\$234, 252. 00	\$1, 633, 907. 70	81
162	July 1, 1973.....	585, 630. 00	228, 395. 70		
163	Jan. 1, 1974.....	585, 630. 00	222, 539. 40	1, 610, 482. 50	82
164	July 1, 1974.....	585, 630. 00	216, 683. 10		
165	Jan. 1, 1975.....	585, 630. 00	210, 826. 80	1, 587, 057. 30	83
166	July 1, 1975.....	585, 630. 00	204, 970. 50		
167	Jan. 1, 1976.....	585, 630. 00	199, 114. 20	1, 563, 632. 10	84
168	July 1, 1976.....	585, 630. 00	193, 257. 90		
169	Jan. 1, 1977.....	585, 630. 00	187, 401. 60	1, 540, 206. 90	85
170	July 1, 1977.....	585, 630. 00	181, 545. 30		
171	Jan. 1, 1978.....	585, 630. 00	175, 689. 00	1, 516, 781. 70	86
172	July 1, 1978.....	585, 630. 00	169, 832. 70		
173	Jan. 1, 1979.....	585, 630. 00	163, 976. 40	1, 493, 356. 50	87
174	July 1, 1979.....	585, 630. 00	158, 120. 10		
175	Jan. 1, 1980.....	585, 630. 00	152, 263. 80	1, 469, 931. 30	88
176	July 1, 1980.....	585, 630. 00	146, 407. 50		
177	Jan. 1, 1981.....	585, 630. 00	140, 551. 20	1, 446, 506. 10	89
178	July 1, 1981.....	585, 630. 00	134, 694. 90		
179	Jan. 1, 1982.....	585, 630. 00	128, 838. 60	1, 423, 080. 90	90
180	July 1, 1982.....	585, 630. 00	122, 982. 30		
181	Jan. 1, 1983.....	585, 630. 00	117, 126. 00	1, 399, 655. 70	91
182	July 1, 1983.....	585, 630. 00	111, 269. 70		
183	Jan. 1, 1984.....	585, 630. 00	105, 413. 40	1, 376, 230. 50	92
184	July 1, 1984.....	585, 630. 00	99, 557. 10		
185	Jan. 1, 1985.....	585, 630. 00	93, 700. 80	1, 352, 805. 30	93
186	July 1, 1985.....	585, 630. 00	87, 844. 50		
187	Jan. 1, 1986.....	585, 630. 00	81, 988. 20	1, 329, 380. 10	94
188	July 1, 1986.....	585, 630. 00	76, 131. 90		
189	Jan. 1, 1987.....	585, 630. 00	70, 275. 60	1, 305, 954. 90	95
190	July 1, 1987.....	585, 630. 00	64, 419. 30		
191	Jan. 1, 1988.....	585, 630. 00	58, 563. 00	1, 282, 529. 70	96
192	July 1, 1988.....	585, 630. 00	52, 706. 70		
193	Jan. 1, 1989.....	585, 630. 00	46, 850. 40	1, 259, 104. 50	97
194	July 1, 1989.....	585, 630. 00	40, 994. 10		
195	Jan. 1, 1990.....	585, 630. 00	35, 137. 80	1, 235, 679. 30	98
196	July 1, 1990.....	585, 630. 00	29, 281. 50		
197	Jan. 1, 1991.....	585, 630. 00	23, 425. 20	1, 212, 254. 10	99
198	July 1, 1991.....	585, 630. 00	17, 568. 90		
199	Jan. 1, 1992.....	585, 630. 00	11, 712. 60	1, 188, 828. 90	100
200	July 1, 1992.....	585, 630. 00	5, 856. 30		
Total.....		23, 425, 200. 00	4, 802, 166. 00	28, 227, 366. 00	

RECAPITULATION.

Period.	Principal.	Interest.	Total.
First (10 years)	\$585, 630. 00	\$11, 656, 965. 20	\$12, 242, 595. 20
Second (10 years)	2, 928, 150. 00	11, 317, 299. 80	14, 245, 449. 80
Third (20 years)	8, 198, 820. 00	20, 420, 918. 20	28, 619, 738. 20
Fourth (40 years)	23, 425, 200. 00	28, 227, 366. 00	51, 652, 566. 00
Fifth (20 years)	23, 425, 200. 00	4, 802, 166. 00	28, 227, 366. 00
Total.....	58, 563, 000. 00	76, 424, 715. 20	134, 987, 715. 20

Average semiannual payments.

Period.	On account of—		Total.
	Principal.	Interest.	
First (10 years)	\$29, 281. 50	\$582, 848. 26	\$612, 129. 76
Second (10 years)	146, 407. 50	565, 864. 96	712, 272. 46
Third (20 years)	204, 970. 50	510, 522. 70	715, 493. 20
Fourth (40 years)	292, 815. 00	352, 842. 07	645, 657. 07
Fifth (20 years)	585, 630. 00	120, 054. 15	705, 684. 15

General average semiannual payments.

On account of—	
Principal.....	\$292, 815. 00
Interest.....	382, 123. 57
Total.....	674, 938. 57
Average annual payments.....	1, 349, 877. 15

CONSOLIDATED RECAPITULATION.

Period.	Principal.	Interest.	Total.
First (10 years)	\$1,157,420.00	\$23,038,445.20	\$24,195,865.20
Second (10 years)	5,787,100.00	22,367,141.60	28,154,241.60
Third (20 years)	16,203,880.00	40,359,235.60	56,563,115.60
Fourth (40 years)	46,296,800.00	55,787,644.00	102,084,444.00
Fifth (20 years)	46,296,800.00	9,490,844.00	55,787,644.00
Total.....	115,742,000.00	151,043,310.40	266,785,310.40

Average semiannual payments.

Period.	On account of—		Total.
	Principal.	Interest.	
First (10 years)	\$57,871.00	\$1,151,922.26	\$1,209,793.26
Second (10 years)	289,355.00	1,118,357.05	1,407,712.05
Third (20 years)	405,097.00	1,008,980.63	1,414,077.63
Fourth (40 years)	578,710.00	697,345.54	1,276,055.54
Fifth (20 years)	1,157,420.00	237,271.10	1,394,691.10

General average semiannual payments.

On account of—		
Principal.....		\$578,710.00
Interest.....		755,216.55
Total.....		1,333,926.55
Average annual payments		2,667,853.10

APPENDIX No. 5.

[S. 751.—In the Senate of the United States. December 14, 1891. Mr. Frye introduced the following bill; which was read twice and referred to the Select Committee on Pacific Railroads.]

[Parts erased in brackets []; amendments in *italics*.]

A BILL to amend an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July first, eighteen hundred and sixty-two; also to amend an act approved July second, eighteen hundred and sixty-four, and also an act approved May seventh, eighteen hundred and seventy-eight; both in amendment of said first-mentioned act; and to provide for a settlement of claims growing out of the issue of bonds to aid in the construction of certain of the railroads and to secure to the United States payment of all indebtedness of certain of the companies therein mentioned.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to ascertain the amounts of the respective indebtedness of the Union Pacific Railroad Company, the Kansas Pacific Railway Company, and the Central Branch Union Pacific Railroad Company, to which the subsidy bonds of the United States were advanced in aid of the construction of the Pacific railroads and branches, as of the first day of July, eighteen hundred and ninety-two, upon the same principle as if the whole sum of said bonds and interest paid and to be paid by the United States thereon, and not theretofore repaid by credits on account thereof, were to be paid to the United States in cash on said day. And the said sum shall be computed and ascertained as follows:

First. To the whole of the principal of said subsidy bonds attributed to each of said companies shall be added the interest paid or to be paid by the United States upon the same, so as to ascertain the total amounts that would have been due the United States for principal and interest paid on the bonds issued to each of said companies at their maturity, if no payments or reimbursements had been made thereon by the companies.

Second. From said amounts so ascertained shall be deducted any payments or reimbursements made by any of said companies upon their indebtedness at any time before the first day of July, eighteen hundred and ninety-two, as shall appear in the bond and interest accounts of the said companies, respectively, with the United States.

Third. Compute the present worths of the amounts so found as of the first day of July, eighteen hundred and ninety-two, on the basis that money is worth two per centum per annum, by discounting the said amounts at two per centum per annum compounded [with two rests, one on the second day of November, eighteen hundred and ninety-three, and one on the sixth day of March, eighteen hundred and ninety-six] *semi annually*, for the period between the date of average maturity of the said bonds and the first day of July, eighteen hundred and ninety-two. From the sums so ascertained there shall be deducted the amounts in the sinking fund applicable to the said companies respectively, computing the value of any bonds in said sinking fund at their market value at the time of such computation, as estimated by the Secretary of the Treasury; and said sinking fund shall thereupon be applied as a payment upon the debt of such company to the United States. [To] The total amounts so ascertained and remaining unpaid, after deducting said sinking fund [add a sum to be computed on such a basis, assuming money to be worth two per centum per annum, as to represent the capitalized present worth of a rebate of interest for ten years of one per centum per annum on the total unpaid amounts and on the sum so added for rebate of interest. The aggregate amounts arrived at by such addition] shall be deemed *to be* the sums that [after such capitalization], would be required to be paid in cash on the said first day of July, eighteen hundred and

ninety-two, by said companies, for the purpose of completely discharging their entire debts to the United States.

SEC. 2. That the said Union Pacific Railway Company, successor to the Union Pacific Railroad Company and the Kansas Pacific Railway Company, and the said Central Branch Union Pacific Railroad Company be, and they hereby are, authorized to make, issue, and deliver to the Secretary of the Treasury, who is hereby authorized and directed to receive the same, each its certain indenture of mortgage, which shall bear date the first day of July, eighteen hundred and ninety two, covering and embracing the entire property of such company, real, personal, and mixed, including all the right, title, and interest of such company in any stocks, bonds, or securities, or bonds of any branch lines or auxiliary companies in which such company now has any interest; and all railroads now owned or hereafter acquired or constructed by such company, and all their franchises, telegraph lines, rolling stock, fixtures, and property of every kind and description, as well as that which it, its successors, or assigns, may hereafter acquire, subject to any bona fide, lawfully prior, and paramount lien, claim, or mortgage upon any railroads now owned by such company, or upon any railroad which such company may acquire; a proper and complete description and inventory of all the property affected by such mortgage shall be prepared under the direction of the Secretary of the Treasury, which, when approved by him, shall be filed in his office; and such mortgages and the property therein described shall be held as security for the payment of the principal and interest of the bonds issued thereunder and authorized by this act. *Provided further, That the Union Pacific Railway Company as one of the conditions of settlement hereunder, and as further security that it will carry out the conditions imposed upon it under the provisions of this act, shall assign, transfer and turn over to the United States, all its rights, titles, interests and equities in and to certain mortgages, bonds, stocks, notes, and securities of every kind and description, now held in trust by Drexel, Morgan & Co., Trustees, or hereafter delivered to them, special reference being made by this proviso to certain mortgages, bonds, stocks, notes, and other securities to the par value of one hundred million one hundred and thirteen thousand three hundred and sixty-five dollars and forty-seven cents, which under an agreement made between the Union Pacific Railway Company and certain of its creditors, known as a "Creditor's Agreement," bearing date at the city of New York, August 18, 1891, were delivered or agreed to be delivered in trust to Drexel, Morgan & Co., Trustees, to secure the payment of, and as collateral to certain notes authorized to be issued under said "Creditors' Agreement," payable principal and interest in gold and due in three years from their date with interest at the rate of six per centum per annum, payable semi-annually, said notes not to exceed in amount twenty-four millions of dollars. Upon the payment of any or all of said notes whether paid before, at or after maturity, then any or all of the mortgages, bonds, stocks, notes, or other securities which may be released by reason of the payment of said notes to which they are held as collateral, shall be delivered forthwith to the Secretary of the Treasury who shall hold the same, as further security for the carrying out of the provisions of this act, and shall each six months, on the first day of January and July of each year, apply all moneys that may have been paid to him on the said mortgages, bonds, stocks, notes and other securities, either as principal or interest, to the payment of any bonds of said Union Pacific Railway Company issued and held by him under the provisions of this act, then due or to become due.*

But this section or such mortgage shall not be construed to prevent said company from using and disposing of any of its property or assets in the ordinary, proper, and lawful course of its current business in good faith and for valuable consideration, nor to prevent said company from selling and conveying for valuable consideration any lands legally included in its land grant and applying the proceeds thereof as required by the provisions of any mortgage or liens thereon prior to the mortgage given by this act: *Provided, That every such disposition of any stocks, bonds, securities, or other property owned by said company, whether by sale, pledge, or otherwise, shall be reported to the Secretary of the Treasury by said company within thirty days after such disposition has been made, and that the bonds, stocks, obligations, or other property acquired with the proceeds of the property so disposed of, shall, except as hereinbefore provided, in like manner, and with the same power to dispose of the same, be subject to the lien of the said mortgage, and that the true and proper descriptions and lists of the same shall be from time to time prepared and filed with the Secretary of the Treasury.*

SEC. 3. That each of said companies is hereby authorized to make, execute, and issue, under its mortgage aforesaid, its bonds in an amount equal to the said final sum computed and ascertained as above provided, each of which bonds shall be for the principal sum of one thousand dollars, and shall be payable within one hundred years after the first of July, eighteen hundred and ninety-two, and as hereinafter provided; said bonds shall bear interest [for ten years] at the rate of [one] two per centum per annum, payable semiannually on the first days of January and July of each year [from eighteen hundred and ninety-three to nineteen hundred and two, both inclusive, and thereafter at the rate of two per centum per annum, payable semi-

annually on the first days of January and July in each year,] beginning on the first day of January [nineteen] *eighteen* hundred and *ninety*-three, and continuing until *nineteen hundred and ninety-two, both inclusive, and until* said bonds shall be fully paid, and shall at the time of execution and delivery of said mortgage be delivered to the Secretary of the Treasury, and shall be received by and on behalf of the United States in provisional payment of the bonds issued by the United States to said companies as mentioned in section one of this act.

SEC. 4. That the Union Pacific Railway Company shall execute and deliver its mortgage and bonds to the United States for the debts of the Union Pacific Railroad Company and of the Kansas Pacific Railway Company to the United States, and the Central Branch Union Pacific Railroad Company shall execute and deliver its mortgage and bonds for its debts to the United States; and the said bonds of each company shall be numbered consecutively from one to a number which will include the whole amount thereof, and shall be payable in lawful money of the United States. So long as any of said bonds belong to the United States each of said companies shall semiannually, on the first days of January and July of each year for a period of ten years, commencing on the first day of January, eighteen hundred and ninety-three, pay to the Secretary of the Treasury of the United States, in addition to the interest which shall then be due on its indebtedness, one-twentieth of one per centum of the whole sum for which it gave its bonds and mortgage as herein provided; and for a period of ten years, commencing on the first day of January, nineteen hundred and three, each of said companies shall semiannually pay to the Secretary of the Treasury, in addition to the interest which shall then be due on its indebtedness, one-quarter of one per centum of the whole sum for which it gave its bonds and mortgages as herein provided; and for a period of twenty years, commencing on the first day of January, nineteen hundred and thirteen, each of said companies shall semiannually pay to the Secretary of the Treasury, in addition to the interest which shall then be due on its indebtedness, seven-twentieths of one per centum of the whole sum for which it gave its bonds and mortgage as herein provided; and for a period of forty years, commencing on the first day of January, nineteen hundred and thirty-three, each of said companies shall semiannually pay to the Secretary of the Treasury, in addition to the interest which shall then be due on its indebtedness, one-half of one per centum of the whole sum for which it gave its bonds and mortgage, as herein provided; and for a period of twenty years, commencing on the first day of January, nineteen hundred and seventy-three, each of said companies shall semiannually pay to the Secretary of the Treasury, in addition to the interest which shall then be due on its indebtedness, one per centum of the whole sum for which it gave its bonds and mortgage. The said payments of principal shall be applied in payment of the bonds of said company to an amount equal to such payment, and in the order of the numbers of such bonds, beginning with the lowest unpaid number. Each of said bonds, respectively, when paid, shall thereupon be canceled and surrendered to the company, and no other bonds in lieu thereof shall be issued by said company. When such bonds shall have been paid in full, as herein provided, the indebtedness of the said companies hereinbefore referred to shall be wholly discharged, and the Secretary of the Treasury shall cancel and discharge the mortgage given to secure the same under this act.

SEC. 5. That should the Union Pacific Railway Company fail to accept the provisions of this act, or fail to complete the settlement and adjustment and the execution and delivery of the said bonds and mortgage provided for by this act within the time required herein, there shall be carried to the credit of the sinking fund provided for in the act of May seventh, eighteen hundred and seventy-eight, commonly called the sinking-fund act, on the first day of February in each year after the passage of this act, the one-half of the compensation for services rendered for the Government by said Union Pacific Railway Company not applied in liquidation of interest, and, in addition thereto, the said company shall, on said day of each year, pay into the Treasury, to the credit of said sinking fund, the sum of two million dollars, or so much thereof as shall be necessary to make the five per centum of the net earnings of the Kansas Pacific Railway Company and the Union Pacific Railway Company, payable to the United States under the act of eighteen hundred and sixty-two, and the whole sum earned by said companies as compensation for services rendered for the United States, together with the sum by this section required to be paid, amount in the aggregate to seventy-five per centum of the whole net earnings of said Union Pacific Railway Company, which net earnings are to be ascertained and defined as provided in section one of the act of May seventh, eighteen hundred and seventy-eight, and to that end said act of May seventh, eighteen hundred and seventy-eight, and any and all amendments or modifications thereof, shall be, and the same are hereby, from and after the passage of this act, extended to the Kansas Pacific Railway Company as a part of the Union Pacific Railway Company; and that should the Central Branch Union Pacific Railroad Company fail to accept the provisions of this act, or fail to complete the settlement and adjustment and the

execution and delivery of the said bonds and mortgage provided for by this act, within the time required herein, the said act of May seventh, eighteen hundred and seventy-eight, commonly called the sinking-fund act, and any and all amendments and modifications thereof, shall be, and the same are hereby, from and after the passage of this act, extended to said Central Branch Union Pacific Railroad Company, and there shall be carried to the credit of the sinking fund of said company provided for in said act, on the first day of February in each year after the passage of this act, the one-half of the compensation for services rendered for the Government by said Central Branch Union Pacific Railroad Company not applied in liquidation of interest; and, in addition thereto, the said company shall, on said day in each year, pay into the Treasury to the credit of said sinking fund the sum of two hundred thousand dollars, or so much thereof as shall be necessary to make the five per centum of net earnings of said road, payable to the United States under the act of eighteen hundred and sixty-two, and the whole sum earned by it as compensation for services rendered for the United States, together with the sum by this section required to be paid, amount in the aggregate of seventy-five per centum of the whole net earnings of said railroad company, ascertained and defined as provided in section one of said sinking-fund act; and said act and all amendments or modifications thereof shall henceforth apply to said Kansas Pacific Railway Company, and to the Central Branch Union Pacific Railroad Company equally as to those specifically named in said act: *Provided*, That whenever the foregoing provisions of this section shall become applicable to either of said companies and said company shall refuse, neglect, or fail to pay in the manner and at the time required under such provisions a sum equal to the annual requirements of section four of this act, then the Attorney-General of the United States, *upon being directed by the President so to do*, shall immediately thereupon institute proper proceedings in a proper court for the appointment of a receiver, who shall, when appointed, take charge of and continue to manage and operate the road, branches, or lines of the said company until the principal and interest of the debt to the United States on account of bonds issued to the said original company shall have been fully repaid to the United States. The said receiver shall pay, out of the earnings and receipts of said road, branches, and lines, so far as the same shall be sufficient therefor, and in the following order, the necessary expense of operation and maintenance, the interest on the first-mortgage bonds, and the remainder, if any, shall be lawfully applied to the principal and interest of the debt to the United States. Said receiver shall make full reports of all the business and accounts of the said road to the Secretary of the Interior, who shall transmit the same to Congress.

SEC. 6. That the Secretary of the Treasury be, and he is hereby, authorized and directed to ascertain the amount of the respective indebtedness of the Central Pacific Railroad Company, of California, and the Western Pacific Railroad Company, to which the subsidy bonds of the United States were advanced in aid of the construction of the Pacific railroads and branches, as of the first day of July, eighteen hundred and ninety-two, upon the same principle as if the whole sum of said bonds and interest paid and to be paid by the United States thereon, and not theretofore repaid by credits on account thereof, were to be paid to the United States in cash on said day. And the said sum shall be computed and ascertained as follows:

First. To the whole of the principal of said subsidy bonds attributable to each of said companies shall be added the interest paid or to be paid by the United States upon the same, so as to ascertain the total amounts that would have been due the United States for principal and interest paid on the bonds issued to each of said companies at their maturity, if no payments or reimbursements had been made thereon by the companies.

Second. From said amounts so ascertained shall be deducted any payments or reimbursements made by or on behalf of either of said companies upon their indebtedness at any time before the first day of July, eighteen hundred and ninety-two, as shall appear in the bond and interest accounts of the said companies, respectively, with the United States.

Third. Compute the present worths of the amounts so found as of the first day of July, eighteen hundred and ninety-two, on the basis that money is worth two per centum per annum, by discounting the said amounts at two per centum per annum, compounded [with two rests, one on the second day of November, eighteen hundred and ninety-three, and one on the sixth day of March, eighteen hundred and ninety-six] *semiannually*, for the period between the date of average maturity of the said bonds and the first day of July, eighteen hundred and ninety-two. From the sums so ascertained there shall be deducted the amounts in the sinking fund applicable to the said companies, respectively, computing the value of any bonds in said sinking fund at their market value at the time of such computation, as estimated by the Secretary of the Treasury, and said sinking fund shall thereupon be applied as a payment upon the debt of such company to the United States. [To] The total amounts so ascertained and remaining unpaid, after deducting said sinking fund, [add a sum to be computed on such a basis, assuming money to be worth two per centum per an-

num, as to represent the capitalized present worth of a rebate of interest for ten years, of one per centum per annum on the total unpaid amounts, and on the sum so added for rebate of interest. The aggregate amounts arrived at by such addition] shall be deemed *to be* the sum that, [after such capitalization,] would be required to be paid in cash on the first day of July, eighteen hundred and ninety-two, by said companies for the purpose of completely discharging their entire debts to the United States.

SEC. 7. That the Central Pacific Railroad Company, successor to the Central Pacific Railroad Company of California, and the Western Pacific Railroad Company, be, and is hereby, authorized to make, issue, and to deliver to the Secretary of the Treasury, who is hereby authorized and directed to receive the same, its certain indenture of mortgage, which shall bear date the first day of July, eighteen hundred and ninety-two, covering and embracing the entire property of such company, as at present consolidated, real, personal, and mixed, including all the right, title, and interest of such company in any stocks, bonds, or securities or lands of any branch lines or auxiliary companies in which such company has now any interest, and all beneficial interest which it may have in a certain lease of its property to the Southern Pacific Company as hereinafter provided, and all railroads now owned or hereafter acquired or constructed by said Central Pacific Railroad Company, and all their franchises, telegraph lines, rolling stock, fixtures, and property of every kind and description, as well as those which it, its successors or assigns, may hereafter acquire, subject to any bona fide lawful prior and paramount lien, claim, or mortgage upon any railroads, franchises, or property now owned by such company, or which such company may hereafter acquire. A proper and complete description and inventory of all the property affected by such mortgage shall be prepared under the direction of the Secretary of the Treasury, which, when approved by him, shall be filed in his office; and such mortgage on the property therein described shall be held as security for the payment of the principal and interest of the bonds issued thereunder and authorized by this act; but this section or such mortgage shall not be construed to prevent said company from using and disposing of any of its property or assets in the ordinary, proper, and lawful course of its current business in good faith and for valuable consideration, nor to prevent said company from applying the rentals derived from said lease to the payment of dividends to its stockholders to the extent that dividends are permitted by this act, and said company may sell and convey for valuable consideration any lands included in its land grant and apply the proceeds thereof as required by the provisions of any mortgage or liens thereon, prior to the mortgage given by this act: *Provided*, That every such disposition of any stocks, bonds, securities, or other property owned by said company, whether by sale, pledge, or otherwise, shall be reported to the Secretary of the Treasury by said company within thirty days after such disposition has been made, and that the bonds, stocks, obligations, or other property acquired, with the proceeds of the property so disposed of, shall, except as hereinbefore provided, in like manner and with the same power to dispose of the same, be subject to the lien of the said mortgage, and that true and proper descriptions and lists of the same shall be from time to time prepared and filed with the Secretary of the Treasury.

SEC. 8. That the said Central Pacific Railroad Company is hereby authorized to make, execute, and issue, under its mortgage aforesaid, its bonds in an amount equal to the said aggregate amount arrived at as above provided, each of which bonds shall be for the principal sum of one thousand dollars and shall be payable within one hundred years after the first day of July, eighteen hundred and ninety-two, and as hereinafter provided. Said bonds shall bear interest [for ten years] at the rate of [one] *two* per centum per annum, payable semiannually on the first days of January and July of each year [from eighteen hundred and ninety-three to nineteen hundred and two, both inclusive, and thereafter at the rate of two per centum per annum, payable semiannually on the first days of July and January in each year], beginning on the first day of January [nineteen] *eighteen* hundred and *ninety-three*, and continuing until *nineteen hundred and ninety-two, both inclusive, and until* said bonds shall be fully paid. The said bonds shall at the time of execution and delivery of the said mortgage be delivered to the Secretary of the Treasury, and shall be received by and on behalf of the United States as provisional payment of said aggregate amount arrived at as provided in section six of this act.

SEC. 9. That the Central Pacific Railroad Company shall execute and deliver its mortgage and bonds to the United States for the debts of the Central Pacific Railroad Company of California and the Western Pacific Railroad Company to the United States; and the said bonds shall be numbered consecutively from one to a number which will include the whole amount thereof, and shall be payable in lawful money of the United States. So long as any of said bonds belong to the United States, said company shall semiannually, on the first days of January and July of each year for a period of ten years, commencing on the first day of January, eighteen hundred and ninety-three, pay to the Secretary of the Treasury of the United

States, in addition to the interest which shall then be due on its indebtedness, one-twentieth of one per centum of the whole sum for which it gave its bonds and mortgage as herein provided; and for a period of ten years commencing on the first day of January, nineteen hundred and three, said company shall semiannually pay to the Secretary of the Treasury, in addition to the interest which shall then be due on its indebtedness, one-fourth of one per centum of the whole sum for which it gave its bonds and mortgages as herein provided; and for a period of twenty years, commencing on the first day of January, nineteen hundred and thirteen, said company shall semiannually pay to the Secretary of the Treasury, in addition to the interest which shall then be due on its indebtedness, seven-twentieths of one per centum of the whole sum for which it gave its bonds and mortgage as herein provided; and for a period of forty years, commencing on the first day of January, nineteen hundred and thirty-three, said company shall semiannually pay to the Secretary of the Treasury, in addition to the interest which shall then be due on its indebtedness, one-half of one per centum of the whole sum for which it gave its bonds and mortgage as herein provided; and for a period of twenty years, commencing on the first day of January, nineteen hundred and seventy-three, said company shall semiannually pay to the Secretary of the Treasury, in addition to the interest which shall then be due on its indebtedness, one per centum of the whole sum for which it gave its bonds and mortgage. The said payments of principal shall be applied in payment of the bonds of said company to an amount equal to such payment, and in the order of the numbers of such bonds, beginning with the lowest unpaid number. Each of said bonds, respectively, when paid, shall thereupon be canceled and surrendered to the company, and no other bonds in lieu thereof shall be issued by said company. When such bonds shall have been paid in full as herein provided the indebtedness of the said companies hereinbefore referred to shall be wholly discharged, and the Secretary of the Treasury shall cancel and discharge the mortgage given to secure the same under this act.

SEC. 10. That, should the Central Pacific Railway Company fail to accept the provisions of this act or fail to complete the settlement and adjustment and the execution and delivery of the said bonds and mortgage provided for by this act within the time required herein, there shall be carried to the credit of the sinking fund provided for in the act of May seventh, eighteen hundred and seventy-eight, commonly called the sinking-fund act, on the first day of February in each year after the passage of this act, the one-half of the compensation for services rendered for the Government by said Central Pacific Railway Company not applied in liquidation of interest; and, in addition thereto, the said company shall, on said day of each year, pay into the Treasury, to the credit of said sinking fund, the sum of *two million dollars*, or so much thereof as shall be necessary to make the five per centum of the net earnings of the Central Pacific Railway Company, payable to the United States under the act of eighteen hundred and sixty-two, and the whole sum earned by said company as compensation for services rendered for the United States, together with the sum by this section required to be paid, amount in the aggregate to seventy-five per centum of the whole net earnings of said Central Pacific Railway Company, which net earnings are to be ascertained and defined as provided in section one of the act of May seventh, eighteen hundred and seventy-eight.

SEC. 11. That the said Central Pacific Railroad Company shall consent, and shall obtain the consent of the Southern Pacific Company, to a modification of the lease now existing between the said companies, and shall file with the Secretary of the Treasury with its acceptance of this act a duplicate, duly executed by the officers of both said companies by authority of their boards of directors, of the lease modified in such manner as to provide that during the term of the said mortgage all the properties of the Central Pacific Railroad Company shall be leased to the Southern Pacific Company at an annual rental, or rentals, which shall not be less in any year during such term than the aggregate of all the sums payable to the United States during such year under the provisions of this act, and both of said companies shall also, in the same manner and by the said mode of proceeding, consent that the said leasehold estate and term of the Southern Pacific Company, as the same now exists or as the same may hereafter be lawfully modified, and the income, rents, and profits of such lease shall be subject to the lien of the mortgage provided by this act; but until default of some payment secured by said mortgage shall be enjoyed and applied by said companies. The said modified lease shall also provide that a termination thereof by act of the parties thereto shall be deemed a default under said mortgage for which, ninety days thereafter, the United States may enforce payment of the entire amount secured by said mortgage by taking possession of the mortgaged property and by availing of any remedy provided by said mortgage or by law.

SEC. 12. That the statutory lien created and subsisting under and by virtue of the act of Congress approved July first, eighteen hundred and sixty-two, and the act of July second, eighteen hundred and sixty-four, and the act of May seventh, eighteen hundred and seventy-eight, to secure the payment of said subsidy bonds,

and the interest thereon, as set forth in said acts, and upon all the property subject to said statutory lien, shall be and remain in full force for security for the debts owing by each of said companies mentioned in this act to the United States, until all the liens on the property affected by the said mortgage and existing at the time of its delivery and which were created subsequent to the said statutory lien shall have been paid, satisfied, and discharged of record. That whenever, in the opinion of the President of the United States, it shall be deemed necessary to the protection of the interests and the preservation of the security of the United States, in respect to its lien, mortgage, or other interest in any of the property of the several companies named in this act, upon which a lien, mortgage, or other incumbrance paramount to the right, title, or interest of the United States in the same property, or any part of the same, may exist and be then lawfully liable to be enforced, the Secretary of the Treasury shall, under the direction of the President, redeem or otherwise clear off such paramount lien, mortgage, or other incumbrance by paying the sums lawfully due in respect thereof out of the Treasury; and the United States shall thereupon become and be subrogated to all rights and securities theretofore pertaining to the debt, mortgage, lien, or other incumbrance in respect of which such payment shall have been made: *Provided*, That whenever it shall so become necessary for the United States to pay off any part of any such paramount incumbrance as aforesaid, the Secretary of the Treasury may require the repayment of all money paid for such purpose, with costs, expenses, and interest; and upon the failure of the company for whom such payment shall have been made to make such repayment, with all costs, expenses, and interest thereon, within one year after being notified so to do, the whole indebtedness of said company to the United States shall, at the discretion and option of the President of the United States, become due and payable at any day thereafter, and all the rights of the United States shall thereupon be enforced.

SEC. 13. That either of said companies shall be permitted to extend the payment of or refund, by issuing new bonds secured by a mortgage, any of its indebtedness authorized by the tenth section of the act approved July second, eighteen hundred and sixty-four, at a lower rate of interest than it now bears (not to exceed five per centum per annum, payable semiannually), or may make a mortgage to secure and may issue consolidated bonds sufficient to extend, discharge, or extinguish all the first-mortgage bonds so authorized which may be outstanding, together with all of its then outstanding bonds issued under the provisions of this act, and the liens of the United States, both statutory and under the mortgages authorized by this act, shall continue to be subordinate to the lien of any mortgage securing the extended or refunding or consolidated bonds of said company or companies on that property only of said company upon which the original lien was permitted by said section of said act: *Provided*, That so long as any of the bonds issued by said company under this act are held by the United States the amount of such consolidated bonds at any time actually issued and outstanding shall not exceed the par value of all such first-mortgage bonds now outstanding unless the proceeds of such of said consolidated bonds as may be issued in excess thereof shall be forthwith paid over to the Secretary of the Treasury of the United States in discharge pro tanto of the bonds issued and outstanding under the provisions of this act, until all of said bonds held by the United States are paid: *Provided, also*, That all interest accrued on the said first-mortgage bonds at the time of such extension, refunding, or consolidation shall have been fully paid, and that the amount of such bonds other than the consolidated bonds shall not exceed the principal of the debt which was allowed priority over the debt of the United States: *And provided further*, That the period for which said indebtedness may be extended, refunded, or consolidated shall not be greater than one hundred years.

SEC. 14. That each of the mortgages authorized by the foregoing provisions of this act shall contain a covenant providing that in the event of any default continuing for ninety days in the regular payment of interest on the bonds secured thereby, or of the payments of principal required by sections three, four, eight, and nine of this act, the entire debt due to the United States from the company making such default shall, at the option of the President of the United States, immediately mature, and shall also contain such other terms and stipulations in conformity with the provisions of this act as may be deemed necessary to efficiently secure the said bonds and the application thereto of the moneys paid to the Secretary of the Treasury for retiring the principal thereof, and as may be approved by the Secretary of the Treasury of the United States. The said mortgages shall be delivered to the Secretary of the Treasury, and upon the delivery thereof shall respectively be valid and subsisting mortgages each of all the property of said mortgagor company, real, personal, and mixed, embraced, covered, or required by the terms of this act, and such delivery shall have all the effect of recording the same in any place. Said mortgages, or copies thereof, certified by the Secretary, shall at all times be open to public inspection, under such rules and regulations as the Secretary may prescribe. And for the greater publicity of the contents of said mortgages copies thereof, certified by the Secretary of the

Treasury, shall, as soon as may be after their respective delivery, be deposited with and recorded by each of the clerks of the circuit court of the United States, in the States, and the clerks of the supreme courts of the Territories of the United States in which the roadbed, or any part thereof, of said companies respectively is situated, which copies and records shall at all times be open to public inspection. All such copies and the recording thereof shall be at the expense of said company.

SEC. 15. That so long as any of the bonds issued by either of the companies, according to the third, fourth, and eighth sections of this act, shall belong to the Government by virtue of this act, no money shall be paid from the United States Treasury for or on account of services rendered to the United States, or any Department of the Government thereof, over or upon the said railroads or telegraph lines heretofore aided by the advance of subsidy bonds, or upon any railroads or telegraph lines owned, leased, or operated by the said company that issued such bonds until the installments of principal and interest upon such bonds next maturing after such services are rendered shall be fully paid by such company, as herein provided; but the obligations to pay said installments so to be paid to the United States by said companies, and the obligation of the United States to pay for services, shall be deemed otherwise independent.

SEC. 16. That hereafter so long as any of the bonds authorized by the third, fourth, eighth, and ninth sections of this act shall remain outstanding and unpaid no dividend shall be paid by the company whose bonds are so outstanding unless the same shall have been actually earned, nor unless such company shall have paid all interest due on its bonded debt having a lien prior to the Government and all matured indebtedness and interest then due and payable on its debt to the United States under this act; nor unless the said earnings, after deducting all interest accrued but not payable at the time of the declaration of such dividends, shall be sufficient to warrant the payment thereof. In no event shall either of said companies whose bonds are so outstanding pay any dividend exceeding the rate of four per centum per annum, unless the said company shall, at the time of declaring such dividends in excess of four per centum per annum, so long as any of the said bonds are held by the United States, pay an amount equal to the excess over four per centum per annum, so declared to the Secretary of the Treasury, to be applied upon the lowest numbered bonds of the principal of the debt of such company to the Government, and unless the earnings of the said company shall suffice to warrant the payment of such excess and also the payment to the Government. Any director or officer who shall declare or pay, or aid in declaring or paying, a dividend prohibited by this act shall, upon conviction of any court of competent jurisdiction, be punished by imprisonment not exceeding two years or by a fine not exceeding five thousand dollars, or by both such fine and imprisonment.

SEC. 17. That this act shall take effect as to each of the said companies and their branches, respectively, as hereinbefore described, upon the acceptance of its terms by the board of directors of such company in writing, over the corporate seal of such company, signed by its president, and attested by its secretary, being filed or deposited with the Secretary of the Treasury within three months after the passage of this act, subject, however, to the completion of the settlement and adjustment in this act proposed and provided; but any company which shall not so file its acceptance shall take no benefit from this act. Upon the filing of said acceptance, and the execution and delivery of the mortgage and bonds referred to in the second, third, seventh, and eighth sections of this act to the Secretary of the Treasury, he is authorized and directed to sell any securities held in the sinking fund for said company so accepting, and pay the proceeds of such sale to the amount of their value, as estimated under the first and sixth sections of this act, into the Treasury of the United States. Any excess realized from such sale above the value of such securities, as estimated under the first and sixth sections of this act, shall be paid to said company; any deficiency below such value shall be paid by the said company upon demand made by the Secretary of the Treasury after such sale.

SEC. 18. That either of said companies may, at any time after the execution and delivery of their said bonds, but only so long as said bonds are held and owned by the United States, pay the whole or any portion of said bonds, by paying the amount thereof, together with the accrued interest thereon, to the Secretary of the Treasury, who shall thereupon cancel the bonds so paid and deliver the bonds so canceled to the said company. No bonds so canceled shall be reissued; but the Secretary of the Treasury may, by direction of the President of the United States, sell any of the said bonds which may be unpaid at any time, for not less than their full face value and accrued interest thereon, and the purchase price shall be paid in lawful money of the United States.

SEC. 19. That the said companies accepting the provisions of this act, and each of said companies, shall, whenever requested in writing by the Department of Justice of the United States, and so long as the United States shall be the holder and owner of any of the bonds authorized by this act, cause any actions at law or suits

in equity, or other proceedings, to be instituted and prosecuted in the name of said company or companies against any person who is, or has been a director, officer, agent, or employee of the said company, for the purpose of enforcing any cause of action whatever arising, or which may hereafter arise, out of any alleged violation of duty, misappropriation of assets, or any other act or transaction whatsoever, in respect of which the said Department of Justice shall allege that it desires such action, suit, or other proceeding to be instituted and prosecuted. All such actions, suits, and proceedings shall be conducted by the Attorney-General of the United States, and he shall be fully authorized by the said company or companies to appear for them or it as attorney or solicitor in such actions, suits, or proceedings, and shall have the entire control of the same from the inception thereof to the end of such prosecution, and also the right to take and prosecute any appeal or appeals from any decision or determination made therein. Any sums of money which may be recovered under the provisions of this section shall be paid to the Treasurer of the United States, and by him applied as payment upon the lowest numbered bond or bonds of the company interested in such recovery outstanding under the provisions of this act. The balance remaining after all said bonds are paid shall be paid to the company in whose name the said sums were recovered.

SEC. 20. That as to such companies as shall accept the provisions of this act and in the manner and within the time herein provided, from and after the completion of the said adjustment and settlement, all provisions of law relating to the appointment of Government directors shall be, and the same are hereby, repealed, and the said office is hereby abolished, and all provisions of law relating to the collection of any percentage of net earnings, and to the withholding or application of any moneys due or to become due from the United States for any services rendered by either of the said companies or any of its branches or auxiliaries or leased lines other than as herein provided, are hereby repealed, and all such amounts shall (provided the said company shall not be in default in the payment of the interest on the bonds or in the payments required by this act) be paid to the said company as soon as amounts shall have been ascertained. And all provisions of law forbidding either of the said companies from mortgaging or pledging its property shall be repealed, and either of said companies shall, after the acceptance of the terms of this act as hereinbefore provided, have and possess all the usual powers of borrowing money on its credit or on security of any of its assets, or of constructing or extending its railway, or of acquiring for such purpose title to land by condemnation proceedings, and such other powers as are or may be granted to and exercised by railway corporations in the respective States and Territories in which the said railway is or may be situated, *subject, however, to the prior lien of the mortgages to the United States herein provided for.*

SEC. 21. That it shall be the duty of the Attorney-General to cause the provisions of this act to be enforced, and he shall take all steps needful to that end, and shall make report to the President each year or oftener thereon, which report shall be laid before Congress. And until the settlement and the execution and delivery of the bonds and mortgage in this act provided for shall be completed, all existing provisions of law relating to said companies, respectively, shall remain in force; and on and after the said first day of January, eighteen hundred and ninety-three, sections five and ten of this act shall, if said settlement fail to be completed, take effect.

SEC. 22. That this act and each and every provision thereof shall severally and respectively be deemed, taken, and held as in alteration and amendment of said act of eighteen hundred and sixty-two, and of said act of eighteen hundred and sixty-four, and of said act of eighteen hundred and seventy-eight, respectively, and of all said acts so far as they are inconsistent with this act; nor shall anything in this act be construed or taken in any wise to affect or impair the right of Congress at any time hereafter further to alter, amend, or repeal the said acts hereinbefore mentioned; and this act shall be subject to alteration, amendment, or repeal, as in the opinion of Congress justice or the public welfare may require; and nothing herein contained shall be held to deny, exclude, or impair any right or remedy in the premises now existing in favor of the United States. This act shall be published and printed as a public act, and in all proceedings may be cited as such.

REPORT
OF THE
GOVERNMENT DIRECTORS OF THE UNION PACIFIC RAILWAY.

Hon. JOHN W. NOBLE,
Secretary of the Interior:

SIR: The directors of the Union Pacific Railway appointed by the Government beg leave to submit their report.

All things considered the condition of the property of the railway and system is in the highest degree satisfactory.

In view of the general financial condition of the company, its business has been conducted with the strictest economy, and its expenses, even on an increased volume of business, very largely reduced; but notwithstanding this reduction, we have reason to believe that the physical condition of the road and equipment have been fully maintained and even improved. The regularity of trains and prompt dispatch of all business without delay are to be especially remarked.

Since our last annual report a complete and careful daylight examination of the entire system has been made by two of our number; one in the late autumn of the last and the other in the summer of the present year. From these inspections we are enabled to say that its physical condition is very satisfactory, and that its trackage, motive power, rolling stock, and manufacturing and repair shops are in excellent form and order and quite adequate to the requirements of its traffic.

During 1891 and 1892 much expenditure has been made in the betterment of tracks, by large renewal of ties and substantial ballasting, lengthening out of curvatures, removal of light and replacement of heavier rails on grades and curves, and addition of new, and the lengthening of old side tracks.

We think it proper to mention these matters with particularity and emphasis, in order to correct any impression which may exist, that neglect and impairment has been allowed, to the end that larger net earnings might be created.

We deem it also proper to commend the wise action of the board of directors in the recent establishing of the office of the president of the company on the line of its road, thereby bringing the supreme and controlling head of the company in direct contact with its patrons and employés, enabling a readier and more intimate knowledge of their wants and interests, a more thorough acquaintance with its operating and commercial business, and obviating the delays and vexations heretofore felt by the necessity of referring questions of importance to shippers, and often of much consequence to the road itself, to the former headquarters at Boston and New York.

The effect of these improvements and changes are manifest in the less obstructed and more safe and prompt handling of the traffic of the road, while the enlarged business, and increasing net earnings must result in giving assurance of the ultimate ability of the company to discharge all its obligations.

The general business of the company both in *gross* and *net* has improved. From local causes, operative in the Northwest, the Oregon lines have suffered a considerable loss in earnings, but the large and general improvement upon all the other portions of the system has more than compensated for it, and promise a very gratifying increase of earnings for the whole system for the current year.

No additional road has been constructed, and the roads under construction two years ago in Oregon and Utah, upon which several millions of dollars have been expended, have been practically abandoned. We can not but think that this has been unfortunate, as the roads were wisely projected and would have been of substantial value to the general system, not less than to the communities in which they were located. The recent decision of Mr. Justice Field affirming the right of the Northern Pacific Company to decline to haul the cars of the Union Pacific over its lines in Oregon and Washington, if sustained on final hearing, will make the completion of the Puget Sound road a necessity.

Under the express covenants of the trust deed securing the collateral notes, no extensions have been made, no leases or guarantees of any kind have been assumed, no bonds issued, extended or indorsed upon any part of the system since September, 1891. While this provision necessarily puts a complete stop to all development of the property, however necessary or desirable, its wisdom under prevailing conditions must be admitted.

For the Union Pacific Railway proper the earnings and expenses for the six months ending June 30, 1892, have been as follows:

	1891.	1892.	Increase, + ; decrease, —.
Earnings.....	\$8, 637, 060	\$8, 909, 333	+\$272, 272
Expenses	5, 342, 839	5, 184, 465	— 158, 374
Surplus	3, 294, 220	3, 724, 867	+ 430, 647

For the entire system for the same period:

	1891.	1892.	Increase, + ; decrease, —.
Earnings.....	\$19, 437, 363	\$19, 978, 273	+\$540, 909
Expenses	13, 653, 943	13, 494, 504	— 159, 438
Surplus	5, 783, 420	6, 487, 768	+ 700, 348

Unofficial and incomplete returns for the months of July and August indicate a continued gain in gross earnings, and an improvement on the Oregon lines, and it is probable that the net results for the year will show a substantial gain over the last.

Referring to our report of last year, we have to say that the scheme adopted for the funding of the floating debt into three-year collateral notes was entirely successful in its immediate purpose of relieving the

company for the time. For the present the company has no floating debt, and is amply able to meet its interest and sinking-fund charges from its earnings. But the early maturity of the collateral notes, the debt due the United States, and the first-mortgage bonds present a grave situation to be provided for in the near future.

Notwithstanding the unanimous request of the board of directors, no Government director was placed upon the committee to administer the collateral note trust, and we are without original information as to its present condition.

We are informed, however, that of the amount of notes authorized, there was issued \$18,530,000; that of the assets pledged with the trustees, sales have been made in the year which has elapsed to the amount of \$349,000, which has been applied *pro tanto* to the purchase of notes, leaving a balance now outstanding of \$18,181,000 having less than two years to run.

That such a small amount only should have been retired in a year, certainly suggests that there must be some strong reason why the committee have not accomplished more fully the purposes in view in the creation of the trust, which by its terms contemplated a liquidation of the notes as rapidly as may be and within the period.

We think the fact may as well be stated, for it is a fact apparent to the slightest observation of the course of this trust, as well as of the conditions preceding it for a year or more, that no satisfactory negotiation of the assets, however valuable they may be, can be successfully conducted in the face of the uncertainties of the near future, growing out of the relations of the company to the Government.

However ample the intrinsic value of the securities pledged, and they are far more than ample, investors are not disposed to purchase them in the face of possible complications of a serious nature, which may paralyze all effort, however able, conscientious, and disinterested, to administer the property.

We therefore feel impelled to again urge that the present state of uncertainty in the relations of the Government and company should be brought to an end. It is disastrous to the security, to the company, and the general public. It checks all progress and development, so essential to the States through which it passes, and to its own healthy growth, and impairs the credit of the company by keeping before security-holders the possibility of a breaking up of the system. Unless some adjustment is made, we can see no probability of a sale of the securities now in pledge, except at prices far below their intrinsic value, thus impairing the ability of the company to meet its obligations, or at least making them far more burdensome.

Upon a fair and just arrangement for the extension of the debt due the Government, we see no reason why the amount can not be amply secured and finally paid in full, but the chances for securing this result are not improved through nonaction, or by allowing the credit of the company to be hopelessly broken or even seriously impaired. On the other hand, the sooner an agreement is reached, and all the resources of private capital invited and secured at low rates of interest to extend, improve, strengthen, and develop the system, the more certainly will the Government be secured and the ability of the company to pay be firmly established.

This subject has been referred to so often that it seems gratuitous to refer to it again, but at present it is the one vitally important consideration, and above all others, affecting the interests of the Government,

the public, the company, and a large outside strictly private investment interest, in Europe and America (over two hundred millions) in no way interested in the stock or associated with or represented in its management, the volume and character of which give its relation to the property, as affected by the action of the Government, the importance and gravity of a great public question.

GEO. E. LEIGHTON,
RUFUS B. BULLOCK,
JOSEPH W. PADDOCK,
JOHN F. PLUMMER,
JESSE SPALDING,
Directors.

SEPTEMBER 1, 1892.

REPORT OF THE GOVERNOR OF ARIZONA.

EXECUTIVE DEPARTMENT OF ARIZONA,
Phoenix, Ariz., August 31, 1892.

SIR: I have the honor to submit the following report of the affairs, progress, and development of the Territory of Arizona for the year ended June 30, 1892:

POPULATION.

Although no census has been taken since my last report was submitted to you, at which time I estimated that the population of Arizona would number 70,000 people before the close of 1891, I am not sure that my prediction has been fully verified, as we have no means of procuring absolutely correct data on the subject. I believe, however, that the population of Arizona has considerably increased during the year, and that I am justified in now stating the people of the Territory to number nearly, if not quite, 70,000. The class of immigration to Arizona is most desirable. Attracted by the great advantages of the Territory for agriculture, mining, and grazing, capitalists, farmers, mechanics and miners of substantial character have come, seeking investments and permanent homes. Social and moral conditions have rapidly improved, and as a law-abiding, intelligent, prosperous commonwealth Arizona now challenges comparison with any of her neighbors.

TAXABLE PROPERTY OF THE TERRITORY.

The following is an exact statement in tabulated form of the taxable property of Arizona, according to the assessment rolls and the report of the Territorial board of equalization for the current year. Although the figures are absolutely reliable as taken from official records, the assessments are very low, and I believe I am safe in saying that not one-half of the actual property of Arizona is shown to be taxed.

Counties.	Acres.	Value.	Value of im- provements.	Value of city and town lots.	Value of im- provements.	Horses.	Value.
Apache	1, 912, 455	\$467, 245. 00	\$66, 834. 00	\$39, 397. 00	\$112, 736. 00	5, 057	\$121, 443. 63
Cochise	108, 260	96, 198. 00	271, 436. 00	74, 223. 00	252, 684. 00	3, 408	71, 443. 00
Coconino	497, 469	207, 869. 14	27, 075. 00	75, 683. 00	124, 138. 00	4, 949	114, 286. 00
Gila	8, 389	157, 720. 00	112, 788. 00	28, 001. 00	88, 340. 00	3, 226	77, 429. 08
Graham	39, 126	369, 550. 43	168, 053. 20	15, 656. 50	85, 092. 20	5, 349	112, 316. 96
Maricopa	221, 154	2, 243, 810. 00	252, 354. 00	1, 382, 420. 00	540, 995. 00	6, 218	189, 247. 13
Mohave	901	25, 022. 00	99, 490. 00	9, 800. 00	38, 690. 00	1, 966	49, 155. 00
Pima	185, 200	418, 751. 00	191, 843. 00	331, 818. 00	726, 552. 00	5, 290	111, 038. 66
Pinal	48, 171	311, 575. 00	301, 590. 00	58, 870. 00	98, 127. 00	2, 706	59, 549. 00
Yavapai	326, 337	320, 819. 49	183, 470. 00	207, 485. 00	354, 605. 00	9, 974	245, 879. 00
Yuma	21, 281	130, 402. 37	4, 080. 00	48, 530. 00	81, 109. 00	285	7, 125. 00
Total	3, 368, 743	4, 748, 962. 43	1, 679, 013. 20	2, 266, 883. 50	2, 453, 068. 20	48, 428	1, 158, 912. 46

Counties.	Mules.	Value.	Cattle.	Value.	Goats.	Value.	Hogs.	Value.
Apache	26	\$860.00	49,314	\$480,078.00	205	\$305.00	394	\$1,576.00
Cochise	182	6,080.00	82,122	647,075.00	229	229.00	239	956.00
Coconino	37	1,515.00	58,428	408,803.00	57	63.00	161	644.00
Gila	82	2,370.00	55,828	451,630.00	135	164.00	236	944.00
Graham	173	5,910.00	68,526	620,044.00	1,229	1,370.00	404	1,616.00
Maricopa	516	12,310.00	24,506	230,925.00	92	110.00	3,338	13,352.00
Mohave	11	350.00	28,572	210,096.00	1,500	1,500.00	151	604.00
Pima	283	7,387.00	116,604	852,097.00	149	190.00	593	2,372.00
Pinal	181	4,065.00	35,102	245,747.00	-----	-----	321	1,284.00
Yavapai	327	12,265.00	121,392	853,562.00	426	493.00	741	2,964.00
Yuma	195	6,825.00	3,815	38,150.00	-----	-----	92	368.00
Total ...	2,013	59,937.00	644,209	5,038,207.00	4,022	4,424.00	6,670	26,630.00

Counties.	Asses.	Value.	Sheep.	Value.	Miles of railroad.	Value.	All other property.	Total valuation.
Apache	88	\$590.50	98,252	\$196,504.00	111.69	\$558,450.00	\$174,243.45	\$2,220,262.58
Cochise	-----	-----	9,020	18,045.00	171.35	1,100,892.12	301,558.00	2,840,819.12
Coconino	25	1,051.00	198,916	397,832.00	121.67	548,350.00	283,453.60	2,190,762.74
Gila	202	1,677.00	4,100	8,200.00	-----	-----	180,773.00	1,110,036.08
Graham	242	2,355.00	15,690	31,616.00	41.00	143,500.00	97,328.03	1,654,408.32
Maricopa	36	1,925.00	40,780	81,560.00	94.57	606,390.00	682,927.00	6,238,325.13
Mohave	142	1,480.00	15	30.00	114.377	571,885.00	62,278.45	1,070,380.45
Pima	117	653.00	1,412	2,824.00	125.65	769,166.88	580,026.00	3,994,718.54
Pinal	111	959.25	5,100	10,200.00	79.79	526,179.41	118,484.90	1,731,630.56
Yavapai	350	3,127.00	11,053	22,106.00	133.84	669,200.00	938,709.17	3,814,684.66
Yuma	-----	-----	-----	-----	80.00	544,880.00	245,665.00	1,057,134.37
Total ...	1,313	13,817.75	384,338	768,917.00	1,073.937	6,038,893.41	3,665,446.60	27,923,162.55

According to the foregoing tables, the Territory has the following assessed taxable property:

3,368,743 acres of taxable land	\$4,748,962.43
Improvements thereon	1,679,013.20
City and town lots	2,266,883.50
Improvements thereon	2,453,068.20
48,428 horses	1,158,912.46
2,013 mules	59,937.00
644,209 cattle	5,038,207.00
4,022 goats	4,424.00
6,670 hogs	26,680.00
1,313 asses	13,817.75
384,338 sheep	768,917.00
1,074 miles of railroad	6,038,893.41
All other property	3,665,446.60
	27,923,162.55

The average valuation is:

Land per acre	\$1.41
Horses per head	23.93
Mules per head	29.77
Cattle per head	7.82
Goats per head	1.10
Hogs per head	4.00
Asses per head	10.52
Sheep per head	2.00
Railroads per mile	5,623.13

It will be seen from the above recapitulation that values are very low; the valuation of the personal and other property not stated is correspondingly low, which, when considered in connection with the fact that a considerable portion of the property of Arizona escapes assessment altogether, accounts for the apparent anomaly of conditions in reference to the wealth, debt, and taxes of the Territory.

The rate of taxation differs in the different counties, but the average rate throughout Arizona for all purposes is \$3.27 on \$100, 80 cents of which, this year, is for Territorial purposes solely.

As previously reported, the present system of low valuations and high rates is injurious and misleading, and calculated to create false impressions with intending immigrants and investors. Notwithstanding the apparently heavy debt of the Territory, our financial condition is really first-class, and it is conceded by all who are acquainted with the facts that if all the property of Arizona were assessed, and at its full value, the rate of taxation would be as low here as in many of the most prosperous States. It is very necessary for the Territorial welfare that these facts be understood and appreciated throughout the country. No doubt successful effort will be made by the next Territorial legislature, which will convene in February, 1893, to so revise the revenue laws in reference to the assessment and collection of taxes as to substantially correct the faults referred to.

The total valuation as given above for the current year (\$27,923,162.55) is a trifle below the assessment of last year, which is accounted for by the decrease in range cattle all over the Territory, there having been a great falling off both in value and in numbers during the past eighteen months—not so much from fatalities as from shipping out of the country. As this industry has been at all times uncertain and dependent to a large degree upon markets, supply, rainfall, etc., it can not be looked upon as a permanent and reliable factor at any fixed valuation in the resources of the Territory, notwithstanding that it has always been a very large tax-paying industry. I refer principally to the large herds upon extensive ranges of untaxed public domain. The cattle-raising business in Arizona, usually fluctuating, has not been prosperous during the past two years. On the other hand, there has been a steady and material advance in the permanent interests of the Territory, especially in the agricultural and fruit raising districts. In Maricopa County alone the increase in values the present year, according to the assessment rolls, amount to over \$700,000; the increase has been comparative in other agricultural localities, and there is no question whatever but what the solid, permanent property interests have largely increased.

STATEMENT OF TERRITORIAL, COUNTY, AND MUNICIPAL INDEBTEDNESS, AND MUNICIPAL VALUES, RATES OF INTEREST, AND TAXATION.

Territorial bonds and floating indebtedness.

Names of the bonds.	Date issued.	Amount.	Rate of interest.	Annual interest.	When mature.
			<i>Per ct.</i>		
Territorial prison bonds.....	Mar. 1, 1879	\$15,050	10	\$1,500	15 years; first issue.
.....Do	Mar. 1, 1880	15,000	10	1,500	15 years; second issue.
Gillette-Tiger mine wagon road	Apr. 1, 1879	20,000	10	2,000	15 years.
Florence-Globe City wagon road	do	10,000	10	1,000	Do.
Tucson-Globe City wagon road	do	10,000	10	1,000	Do.
Agua Fria-Camp Verde wagon road....	Aug. 1, 1879	10,000	10	1,000	Do.
Yuma-Ehrenberg wagon road	May 1, 1881	10,000	10	1,000	Do.
Territorial redemption	June 1, 1883	189,000	7	13,230	\$260,000 issued, 20 years; \$71,000 redeemed to date.*
Insane asylum	Mar. 9, 1885	100,000	7	7,000	20 years; part in 10 years if surplus in fund.
Wagon-road bridge.....	Nov. 1, 1885	12,000	8	960	15 years.
Gila bridge.....	May 15, 1885	15,000	8	1,200	Do.
Arizona University	Jan. 1, 1887	25,000	7	1,750	20 years; part in 10 years if surplus in fund.
Territorial funding.....	Jan. 15, 1888	150,000	6	9,000	25 years.
Total.....		581,000		42,140	

* Provisions for proportionate redemption after five years.

Territorial indebtedness (bonded)	\$581,000.00
Interest thereon to September 1, 1892	24,562.00
Floating	229,240.93
Interest	26,026.92
Total	860,829.85

County indebtedness.

Counties.	Debt, floating and bonded, including interest.	Rate of taxation for all purposes.	Counties.	Debt, floating and bonded, including interest.	Rate of taxation for all purposes.
Apache	\$152,632.99	\$3.50	Pima	\$385,555.32	\$2.90
Cohise	204,237.00	3.30	Pinal	164,562.27	2.96
Coconino	160,114.45	2.95	Yavapai	381,560.00	3.00
Graham	210,466.20	3.75	Yuma	171,731.74	4.20
Gila	47,358.74	3.20			
Mohave	103,108.05	3.65	Total	2,305,084.50	.....
Maricopa	323,817.74	2.60			

Indebtedness and valuation of incorporated cities.

Cities.	Indebtedness.	Valuation.
Phoenix	\$55,000.00	\$1,850,000
Tucson	31,224.00	1,200,000
Prescott	89,110.00	1,000,000
Tombstone	13,477.46	344,480
Total	188,811.46	4,394,480

RECAPITULATION.

Territorial indebtedness (bonded and floating, including interest)	\$860,829.85
Counties' indebtedness (bonded and floating, including interest)	2,305,084.50
Cities' indebtedness (bonded and floating, including interest)	188,811.46
Total	3,354,725.81

While the above statement of indebtedness appears excessive, such would not be the fact if the assessments and valuations were properly fixed; to the contrary, with a property valuation of upwards of \$75,000,000 to which we are justly entitled, our debt would be very light.

As stated in my last report, a law was passed by Congress in June, 1890, entitled "An act approving with amendments the funding act of Arizona." The act provided, under legal limitations and restrictions, for funding all the floating indebtedness, Territorial, county, municipal, and school, and such of the bonded indebtedness as can lawfully be redeemed, at a rate of interest not to exceed 5 per cent per annum, the bonds to run fifty years, although they may be redeemable after twenty years; the Territory, under the act, assuming the obligations of the counties and municipalities, and all securities that can be funded made Territorial, the Territory being protected by equalized taxation. Ex-Governor Lewis Wolfley was the author of the law, and he is entitled to the credit of having originated one of the most beneficial measures of legislation ever enacted into law for Arizona.

The principal advantages of funding the Territorial debt under this law are the reduction of interest and placing the affairs of government—county, Territorial and municipal—for the future upon a cash basis. A great saving will accrue to the Territory from the placing of these bonds, and as the Territory has never repudiated its obligations nor defaulted interest, its bonds being all held at a premium, it is not strange that these bonds are in demand, although the rate of interest is low. As the interest on the floating debt (outstanding warrants) is in nearly

every instance 10 per cent., the saving on the floating debt as funded is 5 per cent; but as the average rate of interest paid by the Territory on all of its indebtedness, Territorial, county, and otherwise, is 8 per cent, the computation of saving should be made on that basis.

Although the funding law was passed in June, 1890, and the loan commissioners as authorized by the act worked hard and continuously to place the bonds (conspicuous effort having been made in this direction by Ex-Governor John N. Irwin, who succeeded Governor Wolfley), the bonds were not finally sold until August of this year. The lack of thorough and reliable information in regard to Arizona and the value of the securities offered, as well as certain features in the law which capitalists desired to have corrected before investing, made it impossible to place the bonds sooner. In July of the current year, however, Congress amended the law, making the interest payable semi-annually, and a sale was subsequently made to the Equitable Mortgage Company, of New York, at par. This funding of the debt places the Territory upon an exceptionally strong financial footing.

CUSTOMS.

I am indebted to the Hon. George Christ, collector of customs, Nogales, Ariz., for the following statement of the business of his district for the current year:

The total value of foreign commodities imported into the customs district of Arizona for the fiscal year ending June 30, 1892, was \$2,879,998, as follows:

Dutiable commodities.....	\$135, 455. 00
Free commodities.....	2, 744, 543. 00
Total duties collected.....	49, 998. 45

Gold and silver ores and bullion are the articles of chief value imported from Sonora, and almost the entire revenue of this district is at present derived from the duty on the lead and copper contained in silver ore, the former being dutiable at 1½ cents per pound and the latter at one-half cent per pound.

The total quantity of gold and silver ore imported into the district of Arizona during the fiscal year 1892 was 14,608,358 pounds.

The following statement exhibits the net weight of the several metallic contents of the ore, together with their value, and the amount of duty collected on the lead and copper:

Statement of ore importations.

Metallic contents.	Quantity.	Value.	Amount of duty.
Gold.....ounces..	6, 152	\$126, 134	Free.
Silver.....do.....	1, 501, 822	1, 327, 874	Do.
Lead.....pounds..	2, 284, 459	65, 814	\$33, 356, 12
Copper.....do.....	266, 885	13, 349	1, 334. 56
Total.....		1, 533, 171	34, 690. 68

The importations of gold and silver bullion and coin during the same period were as follows:

Gold bullion.....	\$511, 452
Silver bullion.....	383, 522
Mexican silver dollars.....	333, 763
Total value.....	1, 228, 737

AGRICULTURAL INTERESTS OF THE TERRITORY.

In my last annual report I furnished extensive and reliable data in reference to the land under cultivation in the various agricultural sections of the Territory, and gave the variety and quantity of products with such a degree of accuracy as patience and careful investigation enabled me to reach. The estimates then given as to future productiveness have been fully realized, so far as the same relates to the current year, and in reporting upon the capabilities and probabilities of the soil in Arizona experience has taught me that the tendency of the best informed is more toward conservatism than exaggeration.

The agricultural department of the University of Arizona has been making very careful and thorough tests of the soil and water of the Territory, and has been investigating the agricultural resources of Arizona generally. I am indebted to Prof. F. A. Gully, who has charge of the agricultural experiment stations in the Territory, for valuable information in this connection. I can reliably state that the agricultural products of Arizona have increased at least 10 per cent since last year's report was rendered.

The cultivated fields of the Territory run into the hundreds of thousands of acres, and in the Salt River Valley alone it is necessary to estimate the crops of wheat, oats, barley, and alfalfa by tens of thousands of acres for each, yet it may be said that the agricultural development has scarcely passed the first stage.

This does not refer to the immense area of irrigable land that has not yet been supplied with water, but to the limited production of those crops which will prove most remunerative to the farmer, and to which he is now beginning to give serious consideration.

The probable increase in value of the agricultural products during the next decade is too great to be estimated, for it is not a question of the increase in area under cultivation based on present returns so much as increased value of products per acre when intelligently and skillfully cultivated.

Almost every farm and garden crop of the country has been planted in Arizona and found to produce as well or better than elsewhere. The yield of wheat, rye, barley, and oats is equal to that of the northern tier of States, and cotton, sugar cane, sweet potatoes, and all kinds of semitropical plants flourish with even more luxuriance than they do in the lower Mississippi Valley and the Gulf States. Everything that grows in Florida and California may be duplicated. This remarkable productiveness of the soil and climate with irrigation does not, however, represent the principal value of the lands. It, to some extent, has possibly retarded the most rapid development of the agricultural interests, which must lie in the direction of producing those special crops, perhaps few in number, for which soil and climate, are better adapted, in yield, quality, or earliness, than other sections of the country. It is important to have such a soil and climate, so far as cost of living and having a general supply of everything that the farm is known to produce, but this great variety of products will not bring in the largest returns to the grower.

The irrigated lands of Arizona are too valuable to be used for the production of the small grains, corn, cotton, and hay, if we except alfalfa, the staple crops of a large portion of the country, farther than to supply home demand, for we come into direct competition with the farmers of the nation, aided, it is true, by our ability to grow these crops at less cost and with more certainty, but at the disadvantage of a longer haul and higher freight rates to reach market.

Our people are now turning their attention to special crops for which the climate affords special advantages, and such as may be placed on the markets, near or remote, at such times as will command the highest prices.

The great value of alfalfa, a plant that grows here in greater luxuriance than in any other State, is appreciated this year for the first time, and due largely to short grazing on the ranges, owing to light rainfall last season. Less than five years ago stacks of alfalfa hay rotted in the fields, freight rates prohibiting shipment and there being no market at home. This year more than 20,000 head of steers have been driven into Salt River Valley from the ranges to be fattened on alfalfa hay and pasture, with the result that the largest alfalfa crop ever grown is in demand at profitable prices. It is the first year that the cattlemen have appreciated the value of this crop, and marks the beginning of a change that will add largely to the revenue of this Territory. Arizona contains thousands of square miles of rough country that can never be used for other purposes than for grazing, and since the ranges have been pretty fully stocked, it was only in the most favorable seasons that the increase of cattle could be sold, except for feeding elsewhere or as second-rate butchers' stock, and at low prices compared with that of well-fattened beeves.

The alfalfa crop is one of the most certain and easiest to grow, and at rates for pasture and hay which will be profitable to the range cattlemen returns more net profit to the acre than any of the staple crops of the country. The present acreage may be increased many times before the supply will meet the rapidly increasing demand. A large area of cheap grazing land and exceptionally mild winters give Arizona special advantages in breeding and growing stock. When we add to this the facilities we have for producing a food to fatten the range-grown stock that is less costly than its equivalent can be produced elsewhere, even in the corn-growing States, it is apparent that the cost of growing and fattening stock for market may be reduced to figures that will defy competition.

In addition to sending out thousands of boxes by express and freight, the shipment of fresh fruits in carload lots at profitable prices was inaugurated last year, and the present year has seen it established on a permanent business basis, notwithstanding freight charges that would be prohibitory from any other fruit-growing section.

The promised reduction in rates for the future will make fruit-growing very profitable and give to fruit land enhanced value. No one who is not familiar with the difficulties experienced before an entirely new section of country can produce and market fruit can form an idea of the difficulties encountered and how much the accomplishment means.

The questions what to grow, how to grow it, how to prepare it for market, where to find a market, can only be determined by years of testing and the expenditure and loss of many thousands of dollars, and especially was this true in competing with the products of the Pacific Coast. The success attained with fresh fruits has been equaled in producing and finding a market for canned and dried fruits.

The production of very early fruits and vegetables is receiving no little attention, and is meeting with such success that the land being placed under cultivation near Yuma and in the lower Gila Valley will be largely given up to this line of work. It may be said, in fact, that all through the principal irrigated section this matter of determining what special products are most profitable is being carefully studied.

Maricopa County, in which lies the magnificent Salt River Valley, contains the best developed agricultural section of the country. The

increase in values in this county during the past year, according to the assessment rolls, has been over \$700,000, which proves conclusively the stability of farming interests in Arizona. The increase has been comparative in every agricultural locality of the Territory, and although there has been a very considerable decrease in the range cattle of Arizona during the year, which reduced the assessment roll very materially, this reduction has been more than compensated by the increase everywhere of the more permanent industries, particularly the agricultural interests of the Territory.

While every county in Arizona has more or less agricultural development (the land having been reclaimed by irrigation in nearly every instance) the following table will give a very fair idea of what has already been accomplished here, and what the near future will develop.

Name of county.	Number of miles irrigating canals not including laterals.	Number of acres reclaimed.	Number of acres capable of reclamation under present water development.
Apache	20	10, 000	300, 000
Cochise	8	4, 000	40, 000
Coconino		*2, 000	50, 000
Gila	16	5, 000	50, 000
Graham	60	15, 000	100, 000
Mohave	3	1, 000	10, 000
Maricopa	250	240, 000	600, 000
Pima	20	10, 000	100, 000
Pinal	75	20, 000	150, 000
Yavapai	10	6, 000	30, 000
Yuma	50	30, 000	300, 000
Total	512	343, 000	1, 730, 000

* Subirrigation.

It is reasonably certain that the above amount of land can be reclaimed and farmed under the present water supply contiguous thereto, when the same is properly developed and economically distributed. The physical formation of the country presents admirable opportunities for storage reservoirs and the conservation of the great amount of water that is precipitated in the Territory every year. There is no question as to the supply of water being sufficient to irrigate every acre of arable land in Arizona, if with the help of judiciously expended capital proper conservation were had. It is believed by the best informed that fully one-third of the area of the Territory, or about 24,000,000 acres, could be reclaimed if the maximum water storage facilities possible to the proper investment of capital could be made available.

New irrigation enterprises on a large scale have been projected during the year, and some of them have made considerable headway, notably the extension of the Mesa Canal on the south side of Salt River under the supervision of Dr. A. J. Chandler, who represents Messrs. Ferry and Bowen, wealthy men of Detroit, Mich. The extension and improvement of the canal system on the south side of the river under the supervision of Dr. Chandler will bring under cultivation many thousands of acres of land not heretofore reclaimed, and increase the products and taxable property of Maricopa County very largely.

Another very important enterprise is that of the Gila Bend Reservoir and Irrigation Company. The proposed work of this company was partially described in my last report, the work at that time having been

just begun. During the year the dam of the company has been completed, and the canal is now being constructed. As previously reported, when completed the canal will carry water enough to irrigate from 175,000 to 200,000 acres of land, there being ample water in the river at all seasons of the year for that amount of land. Oranges, lemons, figs, raisins, and all the other fruits raised in southern California can be raised under this canal, and the seasons are fully a month earlier than in southern California. Those interested in the promotion of this canal will set to fruits fully 10,000 acres during the coming year.

The Florence Canal, which leaves the Gila River above the town of Florence, in Pinal County, carries a large amount of water, and is capable of reclaiming a very large area of country. It has been improved and extended during the year, and its success as an irrigation enterprise is assured.

In Yuma County, on the lower Gila and along the Colorado River, the lands are very rich and especially well adapted for high-grade citrus and deciduous fruits. The climatic conditions could not be better for fruit-raising. The fruits and vegetable products of Yuma County are marketable from three to five weeks earlier than in the most favored parts of southern California. Yuma County has large irrigation interests which are being rapidly increased, several new companies having been formed within the year. The Yuma Pumping and Irrigation Company is irrigating a large tract of land from the Colorado River by means of powerful pumps. It is also proposed by a wealthy syndicate to build a very large canal, having its head at the Colorado River just above Yuma, to reclaim vast bodies of land in southern Arizona and Mexico. There is certainly an unlimited water supply in this great river that may be utilized either by pumps or gravitation.

In my judgment this portion of the Southwest will be the principal fruit-raising section on the continent before many years.

A water-storage enterprise for irrigation purposes has been inaugurated about 35 miles northwest of Phoenix, in Maricopa County, on the Agua Fria, by which it is proposed to reclaim at least 100,000 acres of land. The property is owned by the Agua Fria Land and Water Company, and the prospects are favorable to the early and successful operation of the projected reservoir and canal.

On the Santa Cruz River, in Pima County, several water-storage propositions of considerable magnitude are being considered, with a probability of early construction.

An irrigation enterprise larger than any to which I have referred has been started for the purpose of taking water from the junction of the Gila and Salt rivers through a tunnel 3 miles long on to the magnificent stretches of rich fruit lands along and south of the Southern Pacific Railroad in Maricopa County. The company as formed for this work, the Estrella Fruit Land Company, has not as yet accomplished more than the preliminary details of surveying, locating lands, etc., and the completion of the work projected will necessitate a very large outlay of money. It is proposed to reclaim 250,000 acres of the very best land in the Territory, and it is believed that the expenditure necessary to accomplish the purposes of the company will be fully justified.

Irrigation is carried on quite extensively along the Little Colorado River in Apache County, and along the Verde River in Yavapai County.

Agriculture, horticulture, and irrigation are increasing everywhere throughout the Territory, and as Arizona's soil for depth, richness,

quantity, and quality of product is conceded to be equal if not superior to any in America, the agricultural probabilities for this section are great.

The agricultural experiment station, with headquarters at the University of Arizona at Tucson, is engaged in a series of investigations that promise to be of great value to the Territory.

The laboratory work of the station, such as examination of soils and waters, making chemical analyses of all kinds, in fact, all work which requires delicate apparatus and rooms fitted up for the purpose, is carried on at the university, where laboratories specially equipped for the purpose have been provided.

For growing and testing varieties of fruits, field crops, and other plants, small experimental farms are being established in several places in the Territory.

Bulletins are published from time to time giving results of investigations, which are sent free to any applicant who will forward name and address to the director of the station.

Bulletin No. 1, by the director, gives plan of organization and outlines plan of proposed work.

No. 2, by the botanist of the station, is a preliminary report on the "Range grasses of Arizona, and overstocking the range," prepared after two months' observation in central Arizona, with suggestions in regard to protecting and perpetuating the natural growth.

No. 3, "Irrigation in Arizona," by the irrigation engineer, is a report on the water supply of the Territory as compared with Colorado and other States, canals completed and under construction, supplying water for irrigation by pumping, and comparative cost, duty of water, and measurement.

No. 4, "Water and water analysis," by the chemist. The general plan of the chemical work of the station on waters is outlined, the importance of chemical examination of water explained, showing why waters may be desirable or otherwise for domestic use or for irrigation. The composition of water from a number of wells and streams is given. Water from wells or streams in the Territory is analyzed without charge.

No. 5, "Canaigre," by the director. Canaigre (botanically, *Rumex hymenosepalus*), a plant found growing wild on the moist soils throughout the southern half of the Territory, was thought worthy of investigation by the station to determine its value.

The analyses of the roots of this plant show they contain from 25 to 30 per cent of tannic acid—twice the amount found in oak and hemlock bark.

For the past year the station has been carefully studying this plant to determine the best method of extracting the tannin so that it may be put on the market in the best form for shipment. Roots have been collected from various places in the Territory for testing, and plants grown to determine the following points:

(1) Will it respond to cultivation and yield enough per acre to make it profitable to grow if it can be placed on the market in large quantities?

(2) Is irrigation advisable or necessary? and if so, how much and when?

(3) Will application of water in irrigation affect the quantity and quality of tannin in the plant?

(4) What soils are best adapted to its growth?

The public was called upon for information to help determine—

(1) The geographical limits of the natural growth;

(2) To form an estimate of the amount that may be gathered from plants growing wild;

(3) For samples of roots from any place in the Territory where the plant grows in abundance, with description of soil and surroundings, for examination and chemical analysis, to aid in ascertaining soil requirements.

In June the director and chemist made a trip through the Salt and Gila River valleys to collect roots and examine soils.

The results obtained during the year will be published in the fall. The data secured to the present time shows that this plant responds to cultivation and light irrigation and the yield is increased two or three hundred per cent above the best patches found growing wild.

The indications are that the growing of this plant will become one of our leading and most profitable industries, and steps are being taken to plant it on a larger scale and provide facilities for placing it on the market in the best shape.

No. 6. "Soils and waters," by the chemist, reports results of an examination of the soil of the mesa near Yuma, known as the "Yuma Heights," and a comparison made with the soils in the vicinity of Fresno, Cal., and summaries of the analyses of the water of the Colorado River from samples taken daily from August 1, 1891, to February, 1892. Samples are taken daily at Yuma, and commencing March 1 from the Salt River at the head of the Arizona Canal and from the ditch at the Phoenix station. Arrangements are being made to collect samples in the same way from the upper and lower Gila Valley. The object of this work is to determine what the waters carry in suspension and in solution at all seasons of the year, and thus ascertain what is being carried onto the land in irrigation.

The first six months' examination of the Colorado shows but a small per cent of objectionable matter (*i. e.*, alkaline salts), some lime and clay, and a considerable amount of phosphates and potash, with some nitrogenous matter, sufficient of the last three substances to be worth \$3.62 per acre in an application of water 15 inches deep, estimating the value of the fertilizing material at the wholesale prices of commercial fertilizers at the eastern seaports. The investigation of the Colorado River water shows that it will enrich and keep up the fertility of the soil as well as supply moisture to growing crops.

The station is at present engaged in the continued examination of irrigation waters, study of the soils, investigation of the "salt lands," collecting data in regard to the alfalfa crop, and study of the effect of alfalfa on the soil, testing a large number of fruit trees and other plants, including those valuable for stock feed.

SETTLEMENT OF LANDS.

List of lands entered at the United States land office at Tucson, Ariz., for the fiscal year ending June 30, 1892.

Kind of entry.	Number of entries.	Acres.
Original homestead	182	23, 261. 51
Final homestead	85	14, 113. 15
Original desert.....	320	90, 747. 41
Final desert.....	54	19, 796. 42
Commuted homestead.....	17	2, 221. 24
Commuted timber culture.....	22	3, 080. 11
Preëmption	60	7, 295. 14
Mineral lands.....	14	101. 00
Total	754	160, 615. 98

List of lands entered at the United States land office at Prescott, Ariz., for the fiscal year ending June 30, 1892.

Kind of entry.	Number of entries.	Acres.
Preëmption.....	31	4,609.20
Excesses.....	3	12.00
Mineral lands.....	20	320.00
Original desert lands.....	8	1,199.52
Total.....	62	6,140.72

Total number of acres entered in the Territory, 166,756.70.

The reason of small number of acres reported by the Prescott land office is because of no selections by the Atlantic and Pacific Railroad Company.

MINING.

Notwithstanding the adverse action of Congress in connection with silver legislation, mining has been exceedingly prosperous in Arizona during the year, and, contrary to the expectations of many, the silver production has not materially decreased, while the gold yield has largely increased.

We have no Territorial bureau for the collection and distribution of statistical knowledge on this subject, and it is therefore impossible to furnish absolutely reliable data as to development and production. I will endeavor, however, to approximate conservatively.

The most conspicuous producers of the Territory of copper, at this time, are the copper mines of Bisbee, in Cochise County; of Globe, in Gila County; the United Verde copper mines at Jerome, in Yavapai County, and the mines of the Arizona Copper Company and the Detroit Copper Company, Graham County. Other copper properties are being worked with favorable results. The copper output of Arizona for the year can be safely estimated at 40,000,000 pounds.

The principal gold producers are the mines of the Harqua Hala district, in Yuma County; the Congress, Crowned King, and Hillside mines, in Yavapai County, and the Mammoth mine, in Pinal County. Many other gold mines are being worked successfully on quartz and gravel all over the Territory.

An electric plant for placer gold mining, the largest in the United States, is just getting under way at Stanton, in mineral ground proven by previous outputs to be phenomenally rich. Old mines which had lain idle for years are being reopened. At the Vulture, in Maricopa County, a ten-stamp mill is running successfully, and it is believed that the old Vulture, which produced so much gold in former years, will again become one of the foremost producers of the country.

Arizona's gold product for the year is stated at \$3,000,000.

Silver is being produced liberally in every mining county in Arizona. At Tombstone, Cochise County, the old banner silver-producing district of the Territory, silver mining has been remarkably active, and although the large mills of the vicinity have not been worked, a great deal of rich silver ore has been mined and shipped out of the Territory for treatment at distant smelters. The pay roll of one company for a month amounted to \$20,000, and upwards of \$500,000 worth of ore was shipped by one company to the smelter at Socorro, N. Mex., during the year.

Prospecting for gold has been comparatively neglected heretofore in

Cochise County, but lately gold-bearing quartz has been found there in such quantities and in so many different localities that a new industry will in all probability spring up there.

In Mohave County mining this year has been very prosperous. The recent discovery of extensive and rich deposits at the White Hills, in Mohave County, has brought forth much inquiry and given a decided impetus to mining in that locality; many of the mines have been steady and profitable producers for years, and many new mines have been successfully opened during the year.

The great metal company of Phillips, Dodge & Co., of New York, has expended at least \$2,000,000 upon mining property and improvements in Yavapai County, and extensive works have been erected by this company at Big Bug, Senator, and Copper Basin, consisting of smelting and milling plants for the reduction of copper, silver, and gold ores, and the manufacture of sulphuric acid; narrow gauge railways, tramways, etc.

The Yarnell gold mine, in Yavapai County, owned by a Baltimore company, is being worked with great profit.

A railroad has been surveyed, and will probably be constructed, from the Southern Pacific to Globe, Gila County, a distance of about 140 miles. With the building of this road the mineral output of the Globe district (which district is now one of the most productive in Arizona) will be very largely increased.

The mines of Cave Creek and Red Rover district, in Maricopa County, are developing well. Pinal County is coming forward rapidly as a producer.

New stage routes, railroad building, continued prospecting, and the natural growth of the Territory are making these points better known abroad and demonstrating that the resources of the Territory are far from comprehended even at home.

In Coconino and Apache Counties, heretofore devoted mainly to stock-growing, prospecting is being carried forward by experienced men, who, in addition to discoveries of gold and silver, are uncovering treasures of onyx, lithographic stone, asbestos, and other materials needed by commerce.

The silver product of the Territory for the year is estimated at \$2,200,000.

While the failure of the silver bill in Congress was a severe blow to Arizona's silver miners, there is some consolation to be gathered from the fact that while the silver product has not lessened, more attention is being devoted to the development of other perhaps equally important mining interests.

Mining looks well everywhere in the Territory, and investigation by capitalists is invited and investments recommended.

The mineral product of Arizona during the year is stated as follows:

Copper	\$4, 500, 000
Gold	3, 000, 000
Silver	2, 200, 000
Total	9, 700, 000

an increase of upwards of \$2,000,000 over last year's report.

ONYX.

As reported last year, large deposits of onyx were discovered in various localities in the Territory. A great deal of development has

been had upon these discoveries during the year. The quality of the onyx has been declared first class by competent experts, the quantity is great, and from the statements of reliable authorities it is probable that the Arizona product will soon take an important place in the onyx markets of the country.

SANDSTONE.

The sandstone quarries of Coconino County, near Flagstaff, continue to furnish large quantities of first-class building stone to both eastern and western markets.

The red and gray sandstone of Arizona quarries is exciting the attention of builders wherever it has been introduced, on account of its superior quality, beauty, resistance to heat, etc. The supply is practically limitless, and notwithstanding the distance from populous markets, the quarrying and shipment of this stone has become a growing and profitable industry. Yavapai County has a large and valuable deposit of very valuable building stone near Prescott.

As a recent act of Congress authorizes the location and titling of land principally valuable for building stone, under the placer-mining laws, no doubt the business of developing and exporting building stone from Arizona will largely increase.

STOCK-RAISING.

The assessment rolls, as reported by the Territorial board of equalization for the current year, state the number of stock in the Territory as follows:

Cattle	644,209	Goats	4,022
Sheep	384,338	Mules	2,013
Horses	48,428	Asses	1,313
Hogs	6,670		

The total valuation being placed at \$7,070,895.21, or an average valuation per head as follows:

Cattle	\$7.82	Goats	\$1.10
Sheep	2.00	Mules	29.77
Horses	23.93	Asses	10.52
Hogs	4.00		

The above shows a decrease in valuation since my last report of \$499,873.69. This decrease is accounted for by the shipment out of the Territory of a large number of range cattle and a shrinkage in beef values. There has not been a sufficient rainfall upon some of the higher mesa ranges for the large herds grazed thereon; in fact, many ranges have been very considerably overstocked, which has compelled unusually large shipments out of the country. It is believed, however, that there has been much evasion of taxation and that the assessment rolls this year should have fully as many cattle as were reported last year. The climatic conditions of Arizona are exceptionally beneficial to stock raising, and the fatalities are never great. There has been a steady improvement in the grade of the cattle of the Territory, and wherever well-bred cattle have been pastured in inclosed fields results have been profitable.

SHEEP AND WOOL.

The following statement is from reliable authority:

The wool interests of Arizona stand among our foremost enterprises; the growth is prolific. The produce reaches as high as 2,500,000 pounds in one season. Of late years the breed of sheep here has been much improved by the introduction of American Merinos. The grade will compare favorably with the best sheep countries of the West. This year the clip will average from 7 to 10 pounds per head, a trifle heavier than it has been in any preceding year, on account of the steady improvement in the breed of the animals. Northern Arizona has produced better wool from the start, because our wool-growers have been continuously importing higher grades of animals. Northern Arizona fleeces will average throughout more than \$1 a fleece.

The wool trade in northern Arizona has been exceptionally good this year, and the money that comes from that source is fast approaching the sum paid in dividends by mines. There are about 2,000,000 head of sheep in the Territory, which average about \$1 per head for the wool, the bulk of which is practically profit, as it costs little to run sheep on the range, and with an average amount of luck the losses are comparatively light, about 1 and 2 per cent covering deaths from natural causes. It is a great help to the Territory, and Coconino County in particular, employing in the aggregate about 3,000 men, who are paid in wages and board about \$1,000,000 yearly, and perhaps \$10,000 more is paid to the sheep-shearers. The taxes paid by the sheep-owners amount to \$60,000 annually, from which it can be seen there is great profit in the business, particularly as the winters are mild on all classes of stock and specially so on sheep. To the above amounts should be added fully 200,000 sheep and lambs shipped from the Territory during the year for mutton. The average price for wool this season is about 14 cents per pound.

FORESTS AND THE PRODUCTION OF LUMBER.

In relation to this subject I can not do better than repeat my report of last year, as conditions have not changed. The statement is reliable and is valuable information for distribution:

The pine forests of northern and central Arizona cover an area of about 2,700 square miles, or approximately 1,750,000 acres. Detached bodies of timber are found in various parts of the Territory at altitudes above 5,000 feet, but do not exist in large enough quantities to make them of any special commercial value except fuel. In the larger forests on the San Francisco range the pine trees run from the sapling size up to 4 feet in diameter. Common saw-timber runs from 12 to 36 inches in diameter usually, the logs averaging about four to the 1,000 feet of lumber.

Arizona has an ample timber supply for the home consumption of a large population for many years. The price of common lumber varies from \$15 to \$40 for 1,000 feet, according to locality. The excessive price is on account of expensive transportation to localities remote from the source of supply. This will be remedied by the construction of railroads.

The principal kinds of timber used for fuel are pine, oak, juniper, and mesquite, and the supply is usually bountiful in all populated parts of the Territory. The principal shipping point for lumber is Flagstaff, on the Atlantic and Pacific Railroad, in northern Arizona. In this connection I submit the following communication from Hon. D. M. Riordan, president of the Arizona Lumber Company at Flagstaff, Coconino County, Ariz., whose information and reliability on this subject can not be questioned:

"In response to yours of the 17th, which is just at hand, I beg leave to say (without having before me all the data necessary to complete accuracy) my belief is that the pine timber resources of this Territory will be quite sufficient for any population we will have, near or remote, even with wasteful and improvident methods, for at least one hundred and fifty years, but, if properly conserved, they can be made to furnish all the timber needed for wise use by all the people this Territory can support for all time to come. I base this upon my knowledge of the timber to this particular forest. The increase by growth is to-day vastly in excess of the quantity being removed.

"Conservative judges and estimators of timber who have had greater experience than I place the quantity of timber on the Colorado plateau at about 8,000,000,000 feet. This includes the Coconino forest, but does not include the forests of the White Mountains nor the timber in the Santa Catalinas, Santa Ritas, nor in any other of the timber-covered regions of the Territory.

"My observation has been that the pine timber of this Territory is usually found

at an altitude between 5,500 and 7,500 feet. Below the 5,500 foot elevation the timber runs into stunted junipers and other similar growth, and finally ceases altogether. Above the altitude of 7,500 feet it changes rapidly into Douglass fir, and, in the dark canyons, into spruce and balsam. I have noticed that on isolated mountain ranges throughout the Territory there is a zone of pine encircling the mountains between the altitudes above given.

"I believe that the total quantity of pine timber fit for sawing purposes within the boundaries of the Territory will, when all brought into consumption, amount to 10,000,000,000 feet. The ordinary rate of production with us is an average of about 10,000,000 feet per annum; and I do not believe that there are more than 2,000,000 to 2,500,000 feet produced elsewhere within the limits of the Territory.

"Based on these presumptions, and without having any actual data to guide me, I have come to the conclusion that at the highest rate of increase of population which the most hopeful and sanguine friend of the Territory has dared to count on, the standing timber supply would easily suffice for one hundred and fifty to two hundred years, even with present methods of consumption, and making no allowance for growth.

"In this connection I desire to make the suggestion that, as the conditions now permit of the forests being placed by legislation under the control of the people of the Territory without inflicting hardship on any vested interests, and as the future agricultural development of the Territory depends largely upon an abundant and permanent supply of water from the mountains, and as the water supply, in turn, depends upon the proper preservation (particularly from forest fires) and upon the control of the forest conditions, I believe it would be a wise and kindly thing to do for posterity to frame such enactments as would forever preserve a suitable forest covering for the present timber-growing areas. As to the means by which the needed legislation shall be brought about, I leave that for those who are wiser and more familiar with such matters. But the necessity seems so apparent to me that I can not refrain from making the suggestion in this connection.

"Our present output, as you know, ranges from 10,000,000 to 13,000,000 feet per annum. This is marketed entirely now between Daggett and Albuquerque, a region which you may say is, by natural affiliation and similarity of condition, almost entirely a part of the Territory itself. We employ from 150 to 500 men, according to the season, and disburse annually from \$250,000 to \$525,000. We continually strive to increase the distance to which our products shall go, but we are met by a more abundant supply of timber and lower-priced labor at the points named; and it has seemed thus far impossible for us to compete beyond these points profitably. The higher price of labor and consequent heavy cost of production, as well as the expensive transportation conditions, effectually put a bar to farther progress in either direction at the present. It is hardly necessary for me to state that this forest extends east and west a distance of about 60 miles at a point where the Atlantic and Pacific Railroad crosses it, and extends north from the Atlantic and Pacific about 24 miles. Thence it continues in a generally southeasterly course, but narrowing up as you go south to a width of from 3 to 10 miles until it merges into the forests of the White Mountains, and so continues on into New Mexico.

"The Coconino forest extends about 60 miles along the southern rim of the Grand Canyon, between the Little Colorado River and Cataract Creek, and has a width varying from 10 to 18 miles, an average width of, say, 13 miles."

RAILROADS, COMMERCE, AND PROGRESS.

There have been some important changes in the railroad interests of the Territory during the year. A road is being built from Ash Fork, on the line of the Atlantic and Pacific Railroad, to Phoenix, in southern Arizona, via Prescott. The road when completed will be 110 miles long. It will be finished to Prescott early in the winter and continued to Phoenix during the following spring.

The Southern Pacific Company has been making important changes in its line, principally in Yuma and Pima counties, where nearly 50 miles of roadbed have been changed to higher ground to avoid wash-outs and heavy grades.

A line has been surveyed from Bowie station, on the Southern Pacific, to Globe, in Gila County, with a view to furnishing the very rich mining district at Globe an improved transportation outlet by rail; the distance is approximately 140 miles.

As reported last year, the following railroads are now being operated in the Territory.

	Miles.
Southern Pacific of Arizona.....	383
Atlantic and Pacific.....	393
New Mexico and Arizona.....	87
Prescott and Arizona Central.....	73
Arizona and New Mexico.....	38
Arizona and Southeastern.....	36
Central Arizona.....	30
Maricopa and Phoenix.....	34
Total.....	1,074

The Southern Pacific passes along the southern part of the Territory from Yuma, on the Colorado River, to the eastern boundary of Cochise County, passing through the counties of Yuma, Maricopa, Pinal, Pima, and Cochise.

The Atlantic and Pacific crosses north of the center of the Territory near the thirty-fifth parallel and passes through the counties of Apache, Yavapai, Coconino, and Mohave.

The New Mexico and Arizona runs from Benson, on the Southern Pacific, in Cochise County, to Nogales, in the same county, at the Mexican line.

The Prescott and Arizona Central runs from Prescott Junction, on the Atlantic and Pacific, to Prescott, and is all in Yavapai County.

The Arizona and New Mexico runs from Clifton, in Graham County, to the Southern Pacific at Lordsburg, N. Mex.

The Arizona and Southeastern runs from Bisbee, Cochise County, to Fairbanks, on the New Mexico and Arizona, in the same county.

The Maricopa and Phoenix runs from Maricopa, Pinal County, on the Southern Pacific, to Phoenix, Maricopa County.

The Central Arizona runs from Flagstaff, on the Atlantic and Pacific, southward for 30 miles in the pine forest, and is projected to extend to Globe, in Gila County, and possibly to Phoenix, Florence, Tucson, and Calabasas, in southern Arizona. This road was formerly known as the Mineral Belt, and is not now being operated, except for logging purposes by the Arizona Lumber Company.

Railway communication from north to south is absolutely necessary to the proper welfare and progress of Arizona. The physical formation of the country is such that with the present transportation facilities an interchange of home products between northern and southern Arizona is practically barred.

The Atlantic and Pacific traverses an upland plain (Colorado Plateau) at an average elevation through Arizona of over 5,000 feet, and the Southern Pacific crosses the valleys and agricultural sections of the southwest. One variety of products is tributary to the Atlantic and Pacific, another variety to the Southern Pacific, and it is absolutely necessary to the welfare of the country that they be interchanged. The people of the north, who are engaged principally in the production of the precious metals and lumber and in stock-raising, are forced to go abroad for their agricultural supplies, flour, hay, barley, fruit, etc., and pay a double price for them, because they have no road to the rich valleys of the south, where an abundance of all kinds of agricultural products is raised, and the people of the southern valleys could, with the aid of a railroad, get lumber and other timber, coal, etc., in the north for about one-half what it now costs them, and also secure an extensive home market for their produce, as well as a quicker, more direct, and

advantageous route as to climate for the export of early fruits and other products, cattle, etc., to the north and east. The consequences are that the natural resources of this part of the country can only be partially developed. Mines can not be worked and made productive which, with cheaper supplies, would yield riches, and the other industries of the neighborhood are comparatively retarded.

To induce the construction of the much-needed north and south lines, the sixteenth legislature of Arizona passed a very liberal act exempting railroads constructed under its provisions from taxation for twenty years, as a result of which the railroad being constructed from Ash Fork to Phoenix before referred to was undertaken. This road will unquestionably be of almost incalculable benefit to the Territory, as well as a source of great profit to its owners, as the traffic over it will surely be exceptionally extensive from the outset. In my judgment it will prove a very effective factor in building up the financial strength of the Territory and inducing desirable immigration.

EDUCATION.

The common-school system of the Territory is firmly established and well maintained by a carefully constructed code of law.

In plan it anticipates a general control by a board of education, consisting of the governor, treasurer, and superintendent of public instruction, of which the governor is president and superintendent secretary. On this board devolves the duty of general supervision; the adoption of rules and regulations for the government of subordinate officers; selection of a course of studies and of text-books; granting of life and educational diplomas, and the management of Territorial school funds.

This board meets at the capital of the Territory as frequently as may be necessary, and acts *ex officio* without compensation.

With a Territorial board of examiners, consisting of the superintendent of public instruction and two competent persons appointed by him, rests the duty of fixing the qualifications of teachers. Territorial certificates, valid in all the counties of the Territory, are issued direct by this board, and examination questions, prepared and issued quarterly by them, secure a uniformity in standing of county certificates, which are granted by boards of county examiners, consisting of three, of which the county superintendent is *ex officio* a member and chairman.

All these officers, with the Territorial superintendent, are appointive, the superintendent by the governor, with a term of two years, and at a compensation fixed by the legislature. The county superintendent, who is *ex officio* probate judge, is elected biennially in each county. He, in conjunction with county boards of supervisors, divides the county into districts, in each of which three trustees compose a board who manage the schools in their respective districts. Their term of office is three years, one being elected annually. At such elections all property taxpayers and all parents or guardians of children of school age are qualified voters, without distinction as to sex or citizenship. With the board of trustees rests the power of appointing teachers and fixing their compensation, providing necessary supplies, enforcing the rules of the board of education, and, with the consent of the qualified electors in their districts, renting or building schoolhouses, levying special taxes, or bonding their districts. The law contemplates that, while each district shall receive a proportionate share of the general school fund for the conduct of the schools, the purchase or erection of school buildings shall be by the district itself.

Until 1883 the school age in the Territory was from 6 to 21; since then from 6 to 18, and all children between these ages, without respect to sex, race, or color, excepting Chinese and the children of Indians not taxed, are entitled to admission and a free education. If unable to procure text-books, they are furnished them by the district. No religious test or qualification can be applied, either to teacher or pupil, nor is any sectarian, denominational, or partisan instruction permitted. An annual census of children of school age is taken as a basis for apportionment of funds and for the division of counties into districts.

A school month in the Territory consists of four weeks of five days each, and although in the cities and towns schools are maintained for nine and frequently ten months, the average for the Territory is between six and seven months. Districts must maintain a school for five months in order to secure the proportion of county moneys to which they are otherwise entitled.

FUNDS.

The Territorial fund is the proceeds of an annual levy of 3 cents upon each \$100 valuation of property. Unexpended balances are apportioned semiannually to the counties, in proportion to census children.

The general school fund is the result, mainly, of a direct tax upon all the property of each county, and is fixed by law at a minimum of 75 cents per \$100 of assessed property. To this is added the funds derived from per capita tax, gamblers' and liquor licenses, fines, forfeitures, penalties, etc. These taxes are collected and disbursed by the usual county officers, on warrants drawn by boards of trustees, audited by the county superintendent, and amount to about 25 per cent of the aggregate expense of county government.

They are proportioned for the use of districts in proportion to the number of children therein, as ascertained by the census, but every district 2 miles in extent and having at least ten census children is entitled to \$400 annually.

It will be seen that the Territory has provided liberally for the education of its children, and has planned that none shall be deprived of an opportunity for improvement.

The school buildings are, in a great many instances, models of convenience and comfort, supplied with the best of furniture and apparatus, and, while in the younger and sparsely populated regions not all that could be desired, will compare favorably with those elsewhere.

In round numbers, one-third of the children are at school, while the percentage of those who attend a portion of the year is nearly one-half.

When it is considered that in the country districts distances are frequently so great as to render the attendance of children of tender age impossible, and that the school life of the elder is frequently ended before reaching 18, this percentage compares favorably with that in any of the older and settled States. Also, in several of the towns parochial and private schools provide the means of education for a great many. Were data obtainable upon these points it would be shown that our parents are generally alive to the necessity of the schooling of their children.

The law fixes as a maximum \$125 per month to teachers holding first-grade certificates and qualified to teach a grammar school, and to those holding second-grade certificates \$90 per month. Teachers are liberally paid, with the intent that the best possible talent shall be

secured, and that the Arizona public schools shall rank with the highest, and the average salary, while falling slightly from year to year, is equal to if not larger than that paid elsewhere, with the result that positions in the Territorial schools are so eagerly sought as to render possible the selection of teachers of the highest grade.

The proportion of enrollment is, boys 100 and girls 85, marking the extreme in the United States, and is evidence of character of population as well as general desire for common-school education.

Text-books and course of study are well up with the times, and in the larger towns a high-school course is provided.

The grammar-school course is so graded that its completion meets the requirements of admission to the Territorial normal school, which, with the university, provides a complete system of public-school education within the Territory.

USE OF FLAG.

Without any special legislation, the custom of daily floating the stars and stripes over the building dedicated to the cause of education has become almost universal. The appropriateness and beauty of such a patriotic custom appeals to the instincts of every true American, and needs no commendation.

The children accept it with enthusiasm, and to Nogales district, almost the extreme of the United States, belongs the honor of having first made the privilege of the morning flag-raising, the highest reward of merit known to the school. The observance of arbor day, designated by proclamation of the governor, was for the first time adopted in 1890.

NORMAL SCHOOL.

The Territorial normal school, situated at Tempe, Maricopa County, is a very complete institution, of which the Territory is justly proud. It is thorough in all its appointments for educational purposes, and will compare favorably with like institutions in the States. Average number of pupils in attendance at the normal school during the current year, 52.

UNIVERSITY.

I am indebted to the faculty of the Territorial university for the following brief description of one of the most substantial and thoroughly equipped institutions of learning in the country:

The University of Arizona was established by an act of the Territorial legislature in the spring of 1885, which made provisions for the appointment of a board of regents, with authority to organize and equip an institution of learning which should be known as the University of Arizona. The establishing act located the University at Tucson, and an appropriation of \$25,000 was made to begin the work.

In compliance with this act a board of regents was appointed, the board formally organized, and a beginning made in the organization of the institution. A tract of land lying just outside the limits of Tucson was donated to the university, and selected by the board as the university grounds. A building was planned and a contract entered into for its erection in October, 1887, the building to cost \$37,961. Owing to lack of funds to complete the building, the university was not opened to students until October 1, 1891, the first session closing June 1, 1892. The institution is now well equipped in the schools of agriculture and mines, and for instruction in the preparatory department.

In 1887 an act was passed by Congress appropriating to each State and Territory \$15,000 per annum to broaden the work of the agricultural colleges. The following extract from the bill as passed sets forth the object sought: "To promote scientific investigation and experiment respecting the principles and applications of agricultural science, there shall be established under the direction of the college or colleges,

or agricultural departments of colleges in each State or Territory established, or which may hereafter be established, in accordance with the provisions of an act approved July 2, 1862, entitled 'An act donating lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts,' or any of the supplements to said act, a department to be known and designated as an 'Agricultural Experiment Station.'"

In the fall of 1889 the board of regents, acting in conjunction with the governor of the Territory, took the initiatory steps "to establish an experiment station" in Arizona.

An agricultural college was established as a part of the university, and a director appointed, who was also elected professor of agriculture.

After considerable labor on the part of the board of regents, ably assisted by the governor of the Territory, \$10,000 for Arizona was, by the recommendation of the Secretary of Agriculture, placed in a deficiency bill, which included New Mexico and Utah. This amount was made available in June of 1890, and the board entered into contracts covering the amount allowed for the fiscal year ending June 30, 1890. For the year ending June 30, 1891, and June 30, 1892, Arizona received her full quota, which, with the appropriation for 1890, was expended in the equipment and support of four agricultural experiment stations, one at the university, one at Phoenix, one 3 miles south of Tempe on the Maricopa and Phoenix Railway, and one near Yuma.

In 1862 an act known as the "Morrill bill" was passed by Congress, appropriating 30,000 acres of the public lands to each State for each Congressional representative, for the support of an agricultural and mechanical college. No funds from this source are yet available, but on August 30, 1890, a supplementary bill which was passed by Congress, was approved, which appropriated to each State and Territory, commencing with the year ending June 30, 1890, \$15,000 for the first year, "and an annual increase of the amount of such appropriation thereafter for ten years, by an additional sum of \$1,000 over the preceding year, and the annual amount to be paid thereafter to each State and Territory, shall be \$25,000 to be applied only to instruction in agriculture, the mechanic arts, the English language, and the various branches of mathematical, physical, natural and economic science, with special reference to their applications in the industries of life, and to the facilities of such instruction."

The Territorial enactment establishing the "University of Arizona" provides (Sec. 10) "the university shall consist of five departments:

"First. The department of science, literature, and the arts.

"Second. The department of theory and practice and elementary instruction.

"Third. The department of agriculture.

"Fourth. The normal department.

"Fifth. The department of mineralogy and the school of mines."

The income of the university not being sufficient to equip and support all the departments provided for in the legislative enactment, it was deemed wise by the board of regents to establish only such departments as could be well equipped and conducted, and make the courses of study and facilities for work equal to those in older institutions in other States.

Agriculture and mining being the two prominent industries of the Territory, it was decided to establish the third and fifth departments as the beginning of the university. The fourth department is provided for by legislative enactment in the popular and well-managed Territorial normal school at Tempe.

The first and second departments will be established when the income of the university will permit.

The several departments of the institution are independent colleges of equivalent rank, which together constitute the university, and the board has formally placed the responsible management of each in the hands of a director, who is charged with the duty of organizing, equipping, and conducting the work of the college.

Each director, by approval of the board, lays out the plan of his college, procures the necessary equipment, selects his instructors and other assistants, acting as dean of his faculty, and generally as the executive head of the college which he directs.

The university council is made up of the directors of all the colleges, one of whom is annually chosen chairman, or dean, of the university faculty. The council has jurisdiction in matters of general executive character, affecting university policy, and especially in matters affecting the assignment of work which is equivalent in two or more colleges. By this arrangement duplication of labor is avoided.

The university faculty is composed of all the directors, professors, and acting professors in the different colleges. This body (to which assistant professors and instructors are admitted without voting powers) is charged with the discipline and routine work relating to the students, much the same as in other institutions of learning.

The student body comprises several classes, occupying somewhat diverse positions as regards the irrelation to each other, but all amenable to the direction of the university faculty.

SCHOOL LANDS.

This subject is exceedingly important to the educational interests of the Territory, and I can only repeat with emphasis my former recommendations in this connection, and urge favorable consideration by Congress.

While our educational system is admirable, its maintenance is comparatively burdensome, because no assistance is derived from the school lands on account of our territorial condition, all expenses being borne by direct taxation. The sixteenth and thirty-sixth sections in every township, "granted to assist in defraying educational expenses," are of no assistance except in the States. It seems unfair that Territories are not granted equal advantages with the States in this respect. Our public lands should be surveyed so that school sections can be located.

It is also important that the Territories be permitted to select good land in lieu of the sixteenth and thirty-sixth sections when said sections fall upon barren and mountainous localities, otherwise all desirable land will be appropriated by settlers, and the school fund will be insignificant when, after admission to statehood, the school lands become available for educational purposes. The attention and favorable action of Congress in regard to this question is respectfully requested.

LABOR.

This question has never disturbed affairs in Arizona. Temporary strikes have in a few instances occurred upon the great transportation lines passing through the Territory, but they have never been serious in their nature and have been quickly settled. Arizona is to be congratulated upon being entirely free from contention caused by disagreements between capital and labor. Liberal wages are paid, the supply does not exceed the demand, and labor is satisfied.

ARID LANDS.

The question of disposition of or suitable legislation for the reclamation of the arid lands of the West is constantly recurring in Congress, and many theories have been advanced and plans suggested, but so far no defined policy has been adopted. Large appropriations have been sought to carry out theoretical plans for reclamation, but so far it has been impossible to even get these lands surveyed. I discussed the subject at length in my last report, and recommended such action as seemed to me appropriate and beneficial. Arizona is very deeply interested in the subject. As before stated, the greater part of the arid land of Arizona is very favorably located for reclamation. Reservoir sites on the Salt and Verde rivers, upon the Gila and Agua Fria, Santa Cruz, Little Colorado, Hassayampa, and several other smaller streams present the very best advantages for the storage of water enough to reclaim an area of country larger in extent than several of the New England States. The water supply is ample, and only needs conservation. Private enterprise would no doubt build many reservoirs and canals if the lands belonged to the State and were available.

I earnestly recommend that the arid lands of Arizona be ceded to the Territory and the necessity of further legislation by Congress on the subject thereby relieved, except that the restrictions in regard to creating indebtedness imposed by the act of Congress approved July 30, 1886, known as the Harrison act, should be modified to the extent

of allowing the Territory to create a bonded debt in excess of the limit prescribed by the law for the purpose of storing and developing water and reclaiming arid lands where the same is deemed necessary and desirable. The ownership of the public lands within her borders would make Arizona rich, populous, and qualified beyond question for self-government.

THE GRAND CAÑON OF THE COLORADO.

Arizona can proudly boast of having within her boundaries the grandest natural scenery accessible on the earth—the Grand Cañon of the Colorado.

It lies wholly in the northern part of Arizona. It is accessible from the north only at the cost of weeks of arduous travel, necessitating a special expedition, with camp outfit and pack animals. On the south it is easily reached in a single day's journey by stage from the towns of Flagstaff and Williams, Coconino County, at which points every accommodation desired by the tourist can be obtained. Well-equipped stage lines convey travelers from the railroad to the cañon in twelve hours, and both routes are all the way through grand and diversified mountain scenery 7,000 feet above the sea. The following description, given by Mr. C. A. Higgins in a recently issued illustrated publication, is very vivid, truthful, and well worthy of being quoted for general information:

In the journey nothing has been encountered that could prepare the mind for transcendent scenery, save that in the last half mile two or three glimpses of what were guessed to be pinkish cliffs far to right and left were shadowed faintly through the trees. And certainly there is nothing that portends the heroic in the sylvan scene where at last the traveler quits the stage. Small herbage and flowers of every hue grow at the foot of the pines, among pretty rock fragments of variegated color. Save for a single crag whose gray crest barely tops the northward slope of the glen, a hundred yards away, there is no hint of any presence foreign to the peaceful air of a woodland glade, denized by birds and squirrels, innocent even of the rumor of such a thing as the Grand Cañon. The visitor, smitten with a sudden fear of bitter disappointment in store, strides eagerly up the slope to put the vaunted cañon to the test. Without an instant's warning he finds himself upon the verge of an unearthly spectacle that stretches beneath his feet to the far horizon. Stolid is he, indeed, if he can front that awful scene without quaking knee or tremulous breath.

An inferno, swathed in soft celestial fires; a whole chaotic underworld just emptied of primeval floods and waiting for a new creative word; a boding terrible thing, unflinchingly real, yet spectral as a dream, eluding all sense of perspective or dimensions, outstretching the faculty of measurement, overlapping the confines of definite apprehension. The beholder is at first unimpressed by any detail; he is overwhelmed by the ensemble of a stupendous panorama, a thousand square miles in extent, that lies wholly beneath the eye, as if he stood upon a mountain peak instead of the level brink of a fearful chasm in the plateau whose opposite shore is 13 miles away. A labyrinth of huge architectural forms, endlessly varied in design, fretted with ornamental devices, festooned with lace-like webs formed of talus from the upper cliffs and painted with every color known to the palette in pure, transparent tones of marvelous delicacy. Never was picture more harmonious, never flower more exquisitely beautiful. It flashes instant communication of all that architecture and painting and music for a thousand years have gropingly striven to express. It is the soul of Michael Angelo and of Beethoven.

A canyon, truly, but not after the accepted type. An intricate system of canyons rather, all subordinate to the river channel in the middle, which in its turn is subordinate to the total effect. That river channel, the profoundest depth, and actually more than 6,000 feet below the point of view, is in seeming a rather insignificant trench, attracting the eye more by reason of its somber tone and mysterious suggestion than by any appreciable characteristic of a chasm. It is nearly 5 miles distant in a straight line, and its uppermost rims are 3,000 feet beneath the observer, whose measuring capacity is entirely inadequate to the demand made by such magnitudes. One can not believe the distance to be more than a mile as the crow flies before ascending the wall or attempting some other form of inchworm measure-

ment. Mere brain knowledge counts for little against the illusion under which the organ of vision is doomed here to labor. That red cliff upon your right, fading through brown, yellow, and gray to white at the top, is taller than the Washington Monument. The Auditorium in Chicago would not cover one half its perpendicular span. Yet it does not greatly impress you. You idly toss a pebble toward it and are surprised that your aim fell short. Subsequently you learn that the cliff is a good half mile distant. If you care for an abiding sense of its true proportions, go over to the trail that begins beside its summit and clamber down to its base and back. You will return some hours later and with a decided respect for a small Grand Canyon cliff. Relatively, it is insignificant; in that sense your first estimate was correct. Were Vulcan to cast it bodily into the chasm directly beneath your feet it would pass for a boulder, if indeed it were discoverable to the unaided eye. Yet the immediate chasm itself is only the first step of a long terrace that leads down to the innermost gorge and the river. Roll a heavy stone to the rim and let it go. It falls sheer the height of a church or an Eiffel tower, according to your position and explodes like a bomb on a projecting ledge. If, happily, any considerable fragments remain, they bound onward like elastic balls, leaping in wild parabola from point to point, snapping trees like straws, bursting, crashing, thundering down until they make a last plunge over the brink of a void, and then there comes languidly up the cliff sides a faint, distant roar, and your boulder that had withstood the buffets of centuries lies scattered as wide as Wycliff's ashes, although the final fragment has lodged only a little way, so to speak, below the rim. Such performances are frequently given in these amphitheaters without human aid by the mere undermining of the rain, or perhaps it is here that Sisyphus rehearses his unending task. Often in the silence of night a tremendous fragment may be heard crashing from terrace to terrace like shocks of thunder peal.

PREHISTORIC RESIDENTS OF THE TERRITORY.

Evidences exist all over Arizona that a very large population once occupied this portion of America. Ruins of extensive buildings and large towns can be found in every valley of southern Arizona. Ancient water ways line every agricultural section, and it is indisputable that the unknown people who were once here possessed advanced characteristics of civilization. What became of them no record nor even tradition yet discovered exists. There seems to be no direct connection between the Pueblo Indians of the Colorado Plateau (that is, within the knowledge or records of any living people) and the race that is now extinct; and the same is true in regard to the less civilized Apaches and Navajoes. What became of the cliff and cave dwellers or the residents of the once populous communities of southern Arizona no one can tell. Some say earthquakes depopulated the country, some say epidemic, and some warfare.

It is true that in many of the ruins where excavations have been had the evidence shows hasty departure by the occupants, uncooked meals left in the fireplaces, and in many instances skeletons have been found under where the walls or buildings were evidently shaken down upon them. Modern irrigators have surveyed ancient canals and found them to run under irruptive lava. I am inclined to accept the theory that natural convulsions drove the people out.

There is much similarity between the pottery and utensils of the present natives and those of the people who are gone. In regard to the ruins the oldest Indians say that their traditions tell them these ruins were here when their people came.

The deserted cave and cliff dwellings are intensely interesting features of an apparently impenetrable past. The secret orders of the Moquis and the wonderful knowledge, in many respects, of their priests, the weird religious ceremonies of the Zuñis, and the frequent discovery of previously unknown communities of strange people inspire the ethnologists with the belief that a connection can be found here with the earliest humanity of the Old World. Many points of resemblance

in language are declared to exist between these people and the Asiatic races. The art of mummifying is unquestionably known to the Moqui priests, hieroglyphics are found in all respects like those of Egypt, and within the inner circles of Moqui secrecy I am reliably informed that Masonic signs are inscribed upon the emblems and insignia of the priests. All this is strange and interesting and deserves most searching investigation.

In a report of this nature it is not expedient to treat the subject at great length, although evidence is abundant. I believe that startling discoveries can and will be made here affecting the history of the human race, and I strongly recommend that an ethnological commission be appointed, to consist of the ablest scientists whose services can be obtained by the Government, for the purpose of thorough, careful, and extended ethnological and archæological research in this section of the country. Liberal appropriation should be had to defray the expenses of the commission and ample time should be given, possibly extending over a number of years, for the prosecution of the work. I am positive that the knowledge gained by such action would more than justify the expenditure.

The people of Arizona appreciate the work done under your direction for the preservation of the ruins of Casa Grande.

INDIANS.

There has been no particular change in the Indian situation since my last report, except as to the Navajos. In my judgment the Apache question, which for years has retarded the growth of the Territory, is practically settled. Eight outlaws, led by the notorious "Kid," are still hiding in the mountains of northern Mexico, occasionally raiding across the line. Until they are captured and disposed of a condition of unrest and apprehension must necessarily exist among our people occupying the country contiguous to their haunts. Earnest effort has been made by the civil and military authorities here and in Mexico to exterminate these outlaws, but so far all effort has failed. It is earnestly hoped that these Indian murderers will not be allowed much longer to escape justice. With the exception of "Kid" and his party the Apaches are peaceful, attending to their farms and schools, and I do not apprehend that the Territory will ever again be seriously troubled by them. Gen. A. McD. McCook, department commander, understands the Indian question in Arizona thoroughly, and is justly and firmly maintaining peace.

I wish to especially commend the conduct of the Indian schools, particularly in southern Arizona. The Pimas, Papagos, and Maricopas are making phenomenal headway in civilizing studies, and it is evident to me that many of them will soon be qualified to intelligently contribute quite valuable labor to the economy of government. The schools at Phoenix and Tucson have done remarkably well, their principal fault being that they are not large enough to supply the demand. It is astonishing how quickly these Indians adapt themselves to the conditions of learning afforded. Whether or not many of them will ever become fitted for other than manual labor I am unable to say but in this country where labor on the extensive fruit farms will soon become an important factor in affairs, I think the resident Indians will surely prove a great benefit, especially after having had the advantages of schools. The girls and women will make good house servants.

The civilizing effect of the school at this place (Phoenix) has already

been great, and I do not hesitate to recommend that liberal appropriations be had to increase its capacity and usefulness. I have reason to believe that the school at Tucson is equally entitled to credit.

I do not think it wise to send the Indian children away from home for education. Climatic differences, as well as homesickness, affect them, and therefore the best results can not be attained. Besides, when being educated near to their parents, aside from the contentment and satisfaction felt, a comparative education reaches the other members of the family also. This result is being demonstrated here. I do not think it wise, either, to force the Indians in this respect. This is especially noticeable with the Moquis in northern Arizona, and in regard to which serious trouble was threatened last year. The change in these people must of necessity be gradual to be effective, and must be carefully produced by persuasion and not aggression.

It is reported to me that an effort is being made to force the Moquis to abandon their homes upon the cliffs and adopt a more modern plan of living, and that this action of the Government is being resented by the Indians. If the report is true I do not see how the Indian can be blamed for refusing to give up the home occupied by his people for centuries, before his mind has been educated to voluntarily accept the improved conditions, and I question the wisdom of such a policy or the justice of such action on the part of the Government.

What I have said in regard to the education of the Papagos, Pimas, and Maricopas, tribes that have been peaceful and engaged in pastoral pursuits for three hundred years, I am not prepared to admit in regard to the Apaches and Navajos, Indians totally different in nature, traditions, and habits. I do not believe that the same degree of improvement can be reached for many years, and it is questionable with me whether the great expense necessary to the maintenance of schools at the agencies of these tribes is compensated by results, or whether the sending of these Indians to distant places for education has in many cases been beneficial. I do not propose, however, to dispute the propriety of the action of the Government in this connection.

It is very important for the progress and prosperity of the Territory that the mineral and coal lands on the San Carlos Reservation be segregated and opened for settlement and development. As this property is not now being utilized by the Indians, nor any revenue from it derived by them, it would seem just that the segregation be made, and sale and occupation authorized in the same manner as other public lands are settled, and the Government price of the land placed in a trust fund for the use of the Indians. At any rate, it is earnestly requested that a resurvey of the western boundary of this reservation be ordered, as the line as now marked is disputed, and it is believed that a new survey will prove that the present boundary is improperly placed and that much mineral land now included in the reservation properly belongs to the public domain.

The relations existing between the Navajo Indians in northeastern Arizona and the white settlers of that locality present many serious complications, which were stated to you in a letter from this office dated August 26, 1892, as follows:

The SECRETARY OF THE INTERIOR,

Washington, D. C.:

SIR: I have the honor to state for your information and action that the relations between the Navajo Indians and the white settlers in northern Arizona are so strained as to require the most careful and judicious attention on the part of the authorities of the Government, both civil and military, in order to avert serious trouble.

I am in receipt of the report of the Indian Office, as published by the United States

Senate on August 4, and find the same quite comprehensive as to the situation; but while the dangers are set out and qualified recommendations are made as to the remedy, no specific plan has yet been adopted by the Government looking to a definite determination of the matter, which is exceedingly important to the people of Arizona and New Mexico; in fact, it is much to be feared that the gravity of the case is underestimated. The Commissioner of Indian Affairs and Gen. McCook, commanding this department, evidently realize that decisive action on the part of the Government is necessary without delay to protect life, property, and the peace of the country.

While several killings have occurred during the year as the result of friction between the Navajo Indians and white men, the most notable was the killing not long since of Lot Smith, a prominent Mormon, near Tuba City, Ariz. I have investigated this killing quite carefully and find the facts to be briefly as follows: Mr. Smith had inclosed some grazing land upon which was water for uses of his cattle, claiming ownership thereto, and for which he had taken preparatory steps to procure title. The Navajo Indians had been in the habit of grazing their sheep in the vicinity of Smith's place, and claiming that they had as much right to the public domain as the white people, and being short of water, drove a herd into Smith's inclosure. Smith shot several of the sheep belonging to the Indians, and they retaliated by shooting Smith's cattle. Smith then commenced firing on the Indians; they returned the fire and killed him. Such are the facts in brief, so far as I have been able to obtain them, and I have twice visited northern Arizona within the last thirty days for the purpose of obtaining reliable information on this Navajo question. It is evident that Smith fired first in each instance. The Indian who killed Smith has not yet been arrested; it is very necessary, however, that he should be, not only for the purpose of bringing out all the facts upon a fair trial, to be followed by discharge or punishment as the case merits, but for the sake of justice and discipline in the interests of peace and good government. It has not been deemed wise to send a posse of civil officers to attempt a forcible arrest, because no doubt such an attempt would fail of its object and would probably provoke bloodshed. The Indians claim that the man will surrender if insured a fair trial, and it is now hoped that he will come in voluntarily for trial. Gen. McCook advises caution in the matter, and stands ready with the military to help in every legitimate way. I think he understands and appreciates the situation fully.

The Navajos can muster, without doubt, upwards of 5,000 fighting men (some place the number much larger); they are exceptionally well armed and mounted; they all have improved Winchester rifles and an abundance of ammunition, with plenty of supplies in the way of food, and each man can probably command the use of ten ponies in the field; they know every acre and watering place in the country, and if once thoroughly involved in warfare it will cost the Government many lives and millions of dollars to subdue them, besides causing a large amount of bloodshed and destruction to property through northern Arizona and New Mexico. Such a war would virtually depopulate the country along the line of the Atlantic and Pacific Railroad and retard civilization and the progress of the country to almost an incalculable degree.

I do not wish to be considered an alarmist in this matter, and it is by no means certain that difficulties will occur under any circumstances, but I am sure that the seriousness of the question and the grave nature of its possibilities justifies the most careful precautionary measures. I have talked with the most clear-headed and conservative residents of the neighborhood directly interested, and they all agree that beyond any reasonable doubt serious trouble will result unless early and decisive action is taken by the Government to definitely settle the question in dispute.

The whole matter seems to hinge upon what rights, if any, the Indians have on the public domain off their reservation, and what the distinction is between the rights of white and red men in this connection. The Indians contend that they have as much right on untitled land for grazing or other purposes as white men, and that their agents so advise them, while the white men of the neighborhood owning cattle and sheep insist that the Indians have no rights whatever on the public lands beyond the limits of their reservation, which seems to be the popular idea among the settlers. The law of the case, as set out by the following extracts from the honorable Commissioner's report, appears to cover the case in regard to the rights of the Indian:

"Under the provisions of section 15 of the act approved March 3, 1875 (18 Stat., 420), any Indian born in the United States, who is the head of a family, or who has arrived at the age of 21 years, and has abandoned, or may hereafter abandon, his tribal relations will, upon giving satisfactory proof of the same, be entitled under rules prescribed by the Department to the benefits of the homestead act approved May 20, 1862 (12 Stats., 392), and the amendments thereto, excepting the provisions of its eighth section.

"By act of July 4, 1884 (23 Stats., 96), it was provided that any Indians then located on the public domain, or who should thereafter so locate, might avail themselves of the privileges of the homestead laws as fully and to the same extent as settlers of the United States.

"Under the fourth section of the general allotment, act approved February 8, 1887 (14 Stat., 388), as amended by act of February 28, 1891 (26 Stat., 794), nonreservation Indians are entitled to make application for allotments on the surveyed or unsurveyed lands of the United States, not otherwise appropriated, upon certain restrictions and conditions therein set forth.

"In this manner it is sought to break up the tribal relations of the Indians, scatter them upon the public domain, give them homes thereon, and title to the lands covered thereby, merge them into our great and growing population, and thereby make them good and peaceable citizens.

"Many of the nonreservation Navajos have made permanent homes and locations near springs and watering places, but it appears that the white settlers are crowding upon them, cutting off their ranges for pasture, and in some instances compelling them to abandon their homes.

"Under existing land laws of the United States they certainly have rights upon the public domain when they have settled thereon. It is true that settlements upon unsurveyed public lands do not give the settler thereon any title as against the Government; but his right thereto is paramount to that of a subsequent settler, and he has the prior right to make entry thereof.

"It would seem, therefore, to be an injustice to the bona fide Indian settler upon the public lands to remove him, *vi et armis*, from his home and the improvements there, to the reservation without making suitable provisions thereon for his needs and wants, and especially for the reason that the aggressive white man is encroaching upon his possessions."

The foregoing, considered in connection with the following, seems to be shorn of its application to a considerable extent, so far as the Navajos are concerned:

"Again, the present reservation was created by treaty with the Navajo tribe of Indians, concluded June 1, 1868 (15 Stat., 667), and by various Executive Orders of subsequent date, which orders may be found in Executive Orders relative to Indian reservations, issued prior to April 1, 1890.

"By article 9 of the said treaty the Navajo Indians agreed to relinquish all right to occupy any territory outside of their reservation as defined by said treaty, retaining, however, the right to hunt on any contiguous unoccupied lands as long as wild game should range thereon in such numbers as to justify the chase; and by article 13 the said Indians agreed to make the reservation their permanent home, and that they would not, as a tribe, make any permanent settlement elsewhere; with the further provision and understanding that if any individual Indian or Indians should leave the reservation therein described to settle elsewhere, he or they would forfeit all the rights, privileges, and annuities conferred by the terms of the said treaty.

"Under the strict construction of the last-named article, it would appear that the Navajo Indians who have left the reservation with a view to making their homes elsewhere have forfeited their rights and privileges thereto."

While I judge from the correspondence embraced in the report of the Commissioner that the authorities of the Government are thoroughly informed as to the status of the Navajos, I wish to urge most earnestly the importance of early and decisive action.

My own judgment is that the Navajos should be confined to the limits of their reservation without delay, or be allotted land in severalty to their satisfaction within clearly-defined boundaries acceptable to and understood by the white settlers and Indians. Gen. McCook thinks it would be inhuman to drive the Indians back upon their reservation and confine them there, while Indian Agent Vandever recommends that such action be taken. I have great respect for and confidence in Gen. McCook's judgment of this question.

The Commissioner, in his conclusions, paragraph 5, page 15, of his report, uses the following language:

"In the meantime, I know of no way to maintain the peace between the nonreservation Navajo Indians who are on the public lands and the white residents, except by the aid of the military."

This conclusion seems evident to me, but I hope that such immediate action will be taken by the Interior Department as will allay the fears of the people and establish permanent peaceful relations between the settlers and the Navajos. I believe that confidence can be restored on both sides of the controversy by positively defining and locating property rights and supplying the necessary force to protect them upon lines absolutely just to the Indian and the white settler.

The trouble seems to arise from the fact that no definite policy in relation to this matter is enforced by the Government. The discussion

embodied in the Commissioner's report is general and not specific as to effective conclusions, and the recommendations made for the consideration of the Interior Department do not point out exactly what action by the General Government is deemed best to be taken. I do not feel competent to declare the duty of the Government in this matter, except that I believe it absolutely essential to the public welfare that positive action looking to the settlement of the differences between the Navajos and white settlers be taken at once, either by the appointment of a commission for that purpose, or in some other way.

The question of permitting the Navajos to ride in armed bands over the country off their reservation is very important. It is believed that such license has a bad effect upon the young Indians who at times are inclined to be warlike, and that it is demoralizing in other respects.

It is argued by some that this is a proper question for the Territorial legislature, and that an enactment should be had prohibiting, under suitable penalty, Indians traveling over the country in armed bands. It is doubtful, in my judgment, whether such a law could be enforced by the Territorial authorities. I therefore earnestly urge action in relation to this question by the General Government.

WHIPPLE BARRACKS.

It has been reported to this office that the military authorities are considering the propriety of abandoning the military post of Whipple Barracks, in Yavapai County, Ariz. I sincerely hope that the report is unfounded, and in view of possible difficulties with the Navajos it is very important to the people of northern Arizona that the post be maintained. The people of that section of Arizona most directly interested are expressing considerable anxiety on this subject. I therefore do not hesitate to ask you to recommend the continuance of the post at Whipple. The economic and sanitary advantages of the post are conceded, and I am assured that the department and post commanders are heartily in favor of not only maintaining, but of enlarging the post.

CAMP VERDE MILITARY RESERVATION.

The military post at Camp Verde, Yavapai County, Ariz., having been long since abandoned, I earnestly recommend that the reservation be surveyed and opened for settlement. There seems to be no good reason why this should not be done, as the military authorities have no further use for the land. A portion of this reservation lies in the most fertile part of the Verde Valley, in Northern Arizona, and all the settlers of that locality have petitioned to have the reservation opened. As the proportion of arable lands in Northern Arizona is not great, I respectfully submit that the occupancy of the land embraced in this reservation by thrifty farmers would be of great benefit to the Territory, and I earnestly urge favorable action upon this recommendation.

PUBLIC BUILDINGS.

The public buildings of Arizona consist of the Territorial prison, situated at Yuma; the Territorial University, at Tucson; the insane asylum, at Phoenix, and the normal school, at Tempe. All have been erected at Territorial expense, and are creditable structures.

Not one dollar has ever been appropriated by Congress for the erec-

tion of public buildings in Arizona. This negligence or ungenerous discrimination is hard to understand, in view of the fact that the Government pays annual rentals for offices for United States officials in sums amounting to more than liberal interest on the cost of suitable buildings for the public service.

It is possible that, if admitted as a State, so that our representatives in Congress could vote, more consideration would be accorded us.

WORLD'S FAIR.

The appropriation of \$30,000 made by the sixteenth legislature for the purposes of a Territorial exhibit at the World's Columbian Exposition was duly confirmed by Congress. The bonds of the Territory covering the amount have been sold at a premium, and the board of World's Fair managers of the Territory are actively engaged in the collection and preparation of articles and subjects for exhibition.

SURVEY OF THE ATLANTIC AND PACIFIC RAILROAD GRANT LANDS.

I strongly urge that provision be made for surveying the lands of the Atlantic and Pacific Railroad Company within Arizona. There are large tracts of this grant land in the counties of Apache, Coconino, Yavapai, and Mohave, across northern Arizona, that escape taxation because of not being surveyed, and the Territory is thereby deprived of considerable revenue that it otherwise would have. It is also impossible to locate the school lands that lie within the limits of the grant.

I am informed that the grantees are anxious to have this land surveyed, and I see no good reason why it should be longer deferred by the Government. It is certainly a matter of great importance to the Territory, and it would seem to be no more than justice to the railroad company to define the limits of the granted sections by proper survey, so that disposition can be made of the lands, title pass, and the Territory receive the benefits of the revenue to be derived from taxing a large amount of property that now escapes contributing to the support of government.

MILITIA.

The National Guard of Arizona consists of one regiment of infantry of three battalions of three companies each.

The sixteenth legislature, in the act authorizing the Territorial militia, provided for an allowance of \$30 per month to each company for current expenses. Several companies had been organized prior to the passage of this act, and had been partially equipped from funds allotted to the militia by the General Government, Arizona's proportion of which is about \$2,000 per annum—not sufficient to thoroughly equip one company.

In connection with the proposed withdrawal of the United States troops from Arizona and abandonment of military posts, I consider it of great importance that the militia of the Territory be made as effective as possible. None of the companies have other equipments than those needed in the drill room, and were the militia called out for actual service at this time, it would necessarily be without camp equipage of any kind.

While under the present appropriations Arizona can not hope for a larger sum than now allotted, the late labor troubles in several of the

Eastern States, and the speedy mobilization of large armies of militia, are object lessons which have the universal and merited commendation of the press, and should prove to Congress that every possible encouragement should be extended to the citizen soldiery of the country. No part of the present appropriation is available for any other purpose than equipments, and the funds are all expended under direct supervision of the War Department. I recommend a larger appropriation, to the end that all existing militia be properly and thoroughly outfitted. If equipments were attainable a much larger guard could be enlisted in Arizona, but it is hoped to have the present number thoroughly fitted out before organizing new companies.

STATEHOOD.

The people of Arizona desire to be admitted into the Union. They claim to be able to govern themselves successfully, and that they are financially able to properly maintain a State government.

By act of the sixteenth legislature of Arizona, approved March 19, 1891, provision was made for holding a convention and the forming of a State constitution. The convention authorized by the above act was duly held and a constitution framed, which constitution was subsequently submitted to a vote of the people and adopted by a large majority—more than two-thirds of the votes cast being in the affirmative.

A bill for the admission of Arizona was introduced in the House of Representatives of the present Congress and was passed almost unanimously, only 12 votes being recorded in the negative; this bill is now pending in the Senate. I have not seen the text of the bill, but presume it is drawn with a view to admission under the constitution framed and adopted by the people of Arizona. There may be technical objections to certain provisions in the constitution as adopted, and it is possible that some of its articles should be corrected; if such is the case the corrections necessary to be made can be excepted by Congress and an enabling act be passed subject to them. I do not desire to submit a labored argument upon the principles involved; the question has been exhaustively treated in Congressional debates, and a large amount of evidence has been furnished by this and other Territories. Argument is superfluous upon a subject so well understood. I do not hesitate to assert that Arizona has population and wealth enough to justify admission, the people desire to govern themselves, and are qualified to do it. In the name of justice, fairness, and the rights of free Americans, I urge that an enabling act be passed for the admission of Arizona without further unreasonable delay.

CONDENSED RECOMMENDATIONS FOR CONGRESSIONAL LEGISLATION AND ACTION OF THE INTERIOR DEPARTMENT.

- (1) That Arizona be admitted as a State.
- (2) That all the public lands within the Territory be ceded to the Territory or State.
- (3) That the public lands within the Territory be surveyed.
- (4) That if it is impossible to have all the public lands of the Territory surveyed, that the lands within the Atlantic and Pacific railroad grant be surveyed without delay.
- (5) That immediate and positive action be taken by the Government to settle the differences between the Navajo Indians and the white set-

tlers, and that a defined policy for the control of these Indians and the protection of the settlers be adopted and enforced without delay.

(6) That the mineral and coal lands on the San Carlos Indian reservation be opened for occupancy and development by white settlers, and that the western boundary line of said reservation be resurveyed.

(7) That the Camp Verde military reservation in Yavapai County, Arizona, be opened for settlement.

(8) That no further abandonment of military posts in Arizona be had at least for several years.

(9) That the sixteenth and thirty-sixth sections of the public lands within the Territory be made available for school purposes without delay, either by authority of Congress to lease them, or by direct transfer to the Territory.

(10) That a commission be appointed for ethnological and archæological research in Arizona.

(11) It is requested that Congress appropriate for the erection of buildings for the use of the public service in Arizona.

(12) That the salaries of the present judges in Arizona be increased to \$5,000 per annum.

(13) That the pay of legislators in Arizona be increased to \$10 per day.

(14) That appropriations be had by Congress to pay the governors and secretaries of the Territories the amounts allowed them by law under section 1845, Revised Statutes of the United States, 1878.

(15) That Congress appropriate a reasonable sum for artesian well boring in this Territory.

(16) That a suitable appropriation be made by Congress to thoroughly equip the Territorial militia.

Respectfully submitted,

N. O. MURPHY,
Governor.

Hon. JOHN W. NOBLE,
Secretary of the Interior.

REPORT

OF THE

THE GOVERNOR OF NEW MEXICO.

LAND TITLES.

This subject will necessarily occupy the most important place in any report, until the titles are settled.

In my last report I spoke of the great satisfaction with which the passage of the "land-court act" was hailed in this Territory. This was increased when the president appointed the members of the court, and the admirable character of the selection of judges became generally known.

The court was organized at Denver July 1, 1891, and its first session for the transaction of business in this Territory was opened at Santa Fe, December 1, 1891. Subsequent sessions have been held, commencing March 1, 1892, and August 15, 1892.

The members of the court are as follows: Hon. Joseph R. Reed, chief justice, Iowa. Associate justices: Hon. Thomas C. Fuller, North Carolina; Hon. Wilbur S. Stone, Colorado; Hon. William W. Murray, Tennessee; Hon. Henry C. Sluss, Kansas; and its officers as follows: Matt. G. Reynolds, United States attorney; James H. Reeder, clerk; Thos. B. Baldwin, deputy clerk for Colorado; Ireneo L. Chavez, deputy clerk for New Mexico; Eusebio Chacon, interpreter; Luman F. Parker, stenographer; A. H. Jones, marshal; Colorado, Trinidad Romero, marshal, New Mexico.

The following is a list of claims that have been presented to September 1, 1892.

1. Cubero land grant, Valencia County, 16,000 acres.
2. Plaza Colorado land grant, Rio Arriba County, 15,000 acres.
3. San Rafael del Valle grant, Arizona, 20,034.62 acres.
4. San Antonio del Rio Colorado grant, 18,955.22 acres.
5. Arroyo Hondo grant, 23,040 acres.
6. Sebastian de Vargas grant, Santa Fe County, 24,000 acres.
7. Bernabé M. Montaña grant, Bernalillo County, 34,000 acres.
8. City of Albuquerque, Bernalillo County, 12,000 acres.
9. Lucero de Godoi grant, 67,480.02 acres.
10. Rancho del Rio Grande, Taos County, 109,000 acres.
11. Alameda grant, Bernalillo County, 106,274.87 acres.
12. José Duran grant, Santa Fe County, 425.85 acres.
13. Socorro grant, Socorro County, area, 4 square leagues.
14. Francisco Montes Vigil grant, Taos County, 34,997 acres.
15. Antonio Sedillo grant, Valencia County, 88,079.78 acres.
16. Gijosa grant, Taos County, area undetermined.
17. Pueblo de Santa Clara grant, Rio Arriba County (claimants, Indians of Santa Clara), 90,000 acres.

18. Matias Dominguez Pacheco Dominguez grant, 500 acres.
19. Villa de Santa Fe grant, Santa Fe County, 4 square leagues.
20. Nerio Antonio Montoya grant, Valencia County, 3,546.06 acres.
21. Cristobal de la Serna grant, Taos County, 30,000 acres.
22. The San Marcos Pueblo, Santa Fe County, 1,890.62 acres.
23. The Santa Teresa de Jesus and the Bosque Grande grant; area of latter 3,253.09 acres; of former unsurveyed.
24. Donna Ana Bend Colony grant, Donna Ana County, 16,640 acres.
25. San Miguel del Bado grant, San Miguel County, 315,300.80 acres.
26. Santisima Trinidad or Rancho de Galvan, Bernalillo County, 30,000 acres.
27. San Antonito grant, Bernalillo County, 32,000 acres.
28. Nuestra Señora del Rosario, San Fernando y Santiago grant, Rio Arriba County, area undetermined.
29. Santiago Anisa grant, Arizona.
30. Piedra Lumbre grant, Rio Arriba County, 48,336.12 acres.
31. Agua Salada grant, 18,046.50 acres.
32. Plaza Blanca grant.
33. City of Isleta, Texas and New Mexico.
34. Ignacio Chavez grant, 243,036.43 acres.

The following have been confirmed by decrees of the court:

1. Cubero grant, Valencia County, 16,000 acres.
 2. Bernabé Montañó grant, Bernalillo County, 34,000 acres.
 3. City of Albuquerque grant, Bernalillo County, 12,000 acres.
 4. Rancho del Rio Grande grant, Taos County, 109,000 acres.
 5. Town of Socorro grant, Socorro County, 12,000 acres.
 6. Francisco Montes Vigil grant, Taos County, 35,000 acres.
 7. Cristobal de la Serna grant, Taos County, 30,000 acres.
- Total area covered by grants confirmed, 248,000 acres.

THE LAND-COURT ACT.

This law, which is such a boon to our people, requires some amendments, which should be made very promptly at the opening of the next session of Congress in December.

Those which affect the most individuals are relative to the "small holdings," or little farms of the husbandman and peasantry of the Territory. In both my reports for 1890 and 1891, I endeavored to explain the peculiar shape of these small tracts, which makes it impossible to apply to them the ordinary United States laws as to square "legal subdivisions." As a foundation for what I wish to say now, it will perhaps be well to quote the following from last year's report:

In an irrigated country the cultivated land lies between the acequia or irrigating ditch and the river. Our valleys are usually narrow, giving ordinarily a width of 1,000 to 3,000 feet to this cultivated land. This is cut up into small farms. When first settled the original occupants usually had a plot from 50 to 300 varas wide (a vara is a short yard, 33 inches), running from the river to the foothills back of the acequia. As generations succeeded each other these tracts were divided among heirs until the strips became very narrow. The land is of great fertility, and hence a small farm will support a family. To illustrate by a part of the Rio Grande Valley, with which I am familiar, the series of "small holdings" runs as follows as to width in varas: 20, 40, 18, 22, 51, 13, 5, 40, 10, 10, 30, 40, 35, 26. Here are fourteen small farms, each about 1,500 feet long from the hills to the river, and having an aggregate width of 360 varas, or about 1,000 feet. Altogether they contain about 35 acres, or an average of $2\frac{1}{2}$ acres each. They have been owned and occupied and worked through many generations, and the title to them is as perfect as any that can be conceived, except that they are menaced by the power of the United States, in direct violation of the treaty. Now, the "land-court bill" provides, in section 17, that any one of the owners of the above fourteen tracts, upon making proof of the fact of his residence, etc., may "enter such legal subdivision, not exceeding 160 acres, as shall include his said possession." The smallest "legal subdivision" known to Land Office law is 40 acres, and yet within a less area than that we have fourteen owners in this case. From this it will be seen how utterly inapplicable this provision is to a country which was settled before either Jamestown or Plymouth was thought of, and where land is held in an entirely different manner from that which was suitable to our public domain on the prairies of the Northwest.

These facts were laid before the Committee on Private Land Claims of the Senate, together with others, showing that the requirement of residence on each strip of land was wrong, because by descent or by purchase one person might own several of these strips and yet his whole property not exceed 10 or 15 acres, and especially because the system of colonization of the Spaniards looked to the establishment of a central plaza or town, where all should live together for purposes of mutual protection, while their lands were situated up and down the river and were not resided upon at all. These two points were urged on the committee by the commission which visited Washington in May, 1890, and they immediately agreed that the bill should be amended so as to make it just and applicable to the circumstances of the land and the people.

In the pressure of Congressional business, while the necessary alterations as to the shape of the tracts was made in section 16, it was overlooked in section 17; and in neither section was the provision as to residence corrected; and the bill finally passed in that form. In the present Congress a bill was introduced in the House amendatory of the act, and correcting these errors, and this was reported favorably by the Committee on the Judiciary, accompanied by an explanatory report embodying a letter from Commissioner Carter. This amendatory act contains the most necessary corrections, although in rather an awkward form, and it is to be hoped that it may speedily become a law. There are thousands of these small holdings in the Territory, and under the law as at present worded, not one in a hundred can be confirmed. As long as the United States insists on interfering with these titles, it ought to provide a simple, expeditious, and equitable method of making them secure. I am still of the opinion, however, that the whole course of our legislation on these subjects is wrong; that the United States never owned an acre of these lands which were in the legal possession of individuals under the Mexican Government, and that in the determination of the boundaries of the public domain, the Government should have been treated like any other landowner, and not have been allowed, by its general claim of ownership, to menace and throw a cloud on individual titles.

Another portion of the law which is unjust is that which is known as "the eleven-league clause" in section 13. The Mexican regulations limiting certain classes of grants to 11 square leagues became operative in 1828. Of course it could have no application to grants made before its enactment. And yet this clause in our law would apply the limitation to grants made by Spanish authority more than a century before the Republic of Mexico had an existence. Nothing could be more absurd as a legal proposition or more unjust as an equitable one. To say to a man who owns 100 acres of land that hereafter he can hold title to only 50 is practical confiscation of the remainder; and to say to the owner of a tract containing 20 square leagues that he can only have 11 confirmed to him is the same.

The land court is fortunately composed of judges not only of great ability but of absolute fairness. They have found, in their administration of the law that in a number of cases a strict compliance with its provisions would work great injustice and hardship, depriving good citizens of lands which they and their ancestors had occupied for generations. They recommend certain amendments to cover such cases, and I earnestly hope that their recommendations may be enacted into law. A great nation like the United States does not wish to deprive its poorer citizens of the little homes which their ancestors with much

labor changed from deserts into fruitful fields, and in the protection of which from the Indians of the plains many sacrificed their lives.

POPULATION.

Very little of importance can be added to the full tables of population inserted in my report for 1890.

Census Bulletin No. 129, issued October 27, 1891, contains the figures as finally corrected, and as they vary slightly from those previously reported, they are reproduced here by counties.

Counties.	1880.	1890.	Counties.	1880.	1890.
Bernalillo	17, 225	20, 913	San Miguel.....	20, 638	24, 204
Colfax.....	3, 398	7, 974	Santa Fe.....	10, 867	13, 562
Donna Ana.....	7, 612	9, 191	Sierra.....		3, 630
Grant.....	4, 539	9, 657	Socorro.....	7, 875	9, 595
Lincoln.....	2, 513	7, 081	Taos.....	11, 029	9, 868
Mora.....	9, 751	10, 618	Valencia.....	13, 095	13, 876
Rio Arriba.....	11, 023	11, 534			
San Juan.....		1, 890	The Territory.....	119, 565	153, 593

The population of the eight cities and towns having 1,000 or more inhabitants, in the order of their rank, is as follows:

Cities and towns.	Counties.	1890.
Santa Fe, city	Santa Fe.....	6, 185
Albuquerque, city (new)	Bernalillo.....	3, 785
Las Vegas (old).....	San Miguel.....	2, 385
East Las Vegas, town	do	2, 312
Silver City.....	Grant.....	2, 102
Albuquerque, town (old)	Bernalillo.....	1, 733
Raton, town	Colfax.....	1, 255
Deming, town	Grant.....	1, 136

The total of 153,593 is divided as follows as to color:

White.....	142, 719
Colored.....	10, 874

The following is the division by nationality:

Native.....	142, 334
Foreign.....	11, 259

The proportion of foreign population is a little less than 8 to 100 of native birth, being a much smaller percentage than exists in any of the new States, and less than in any of the older sections of the country, except a few localities in the South.

The division of the sexes is as follows:

Male.....	83, 055
Female.....	70, 538

As previously reported, the real population of the Territory at the time of the census was not far from 185,000, the reason of the failure to return them fully being explained in my report of 1890. There is now a healthy but gradual growth all over the Territory. The most rapid increase is in the Pecos Valley, and principally in Eddy County. This has been caused by the natural advantages of that section, supplemented by an irrigation system of great excellence and active advertising. Similar enterprise in other localities will procure like results.

LEGISLATION.

No legislature has met since the twenty-ninth session, which expired on February 26, 1891. A legislature is to be elected in the coming November and will commence its session late in December.

As the late legislature failed to pass an apportionment act, it became the duty of the governor, in accordance with the act of January 26, 1860, to make the apportionment under the census of 1890. The representative population amounted to 143,854, being arrived at by deducting 8,278 Indians and 1,461 soldiers from the total population of 153,593. For practical purposes the representative population was 144,000, and as the council consists of 12 members and the house of 24, it made the basis of the apportionment 12,000 persons to a council district, and 6,000 to a House district. In some instances the population of counties was so irregular as to make it very difficult to apportion them equitably; but the districts as finally established are believed to be as fairly and justly constituted as was possible.

They are as follows:

COUNCIL DISTRICTS.

- First district (Colfax and Mora counties), one member.
- Second district (San Miguel County, including Guadalupe County), two members.
- Third district (Taos, Rio Arriba and San Juan counties), two members.
- Fourth district (Santa Fe County), one member.
- Fifth district (Bernalillo County), two members.
- Sixth district (Valencia County), one member.
- Seventh district (Socorro and Sierra counties), one member.
- Eighth district (Grant and Donna Ana counties), one member.
- Ninth district (Grant, Donna Ana, Lincoln, Chaves, and Eddy counties), one member.

REPRESENTATIVE DISTRICTS.

- First district (Colfax County), one representative.
- Second district (Mora County), one representative.
- Third district (Colfax and Mora counties), one representative.
- Fourth district (San Miguel County (if Guadalupe County be not legally constituted), four representatives; or if Guadalupe County be legally constituted, then and in that case, San Miguel County, three representatives; Guadalupe County, one representative.
- Fifth district (Santa Fe County), two representatives.
- Sixth district (Taos County), one representative.
- Seventh district (Rio Arriba County), one representative.
- Eighth district (Taos, Rio Arriba, and San Juan counties), two representatives.
- Ninth district (Bernalillo County), three representatives.
- Tenth district (Valencia County), two representatives.
- Eleventh district (Socorro and Sierra counties), two representatives.
- Twelfth district (Donna Ana County), one representative.
- Thirteenth district (Grant County), one representative.
- Fourteenth district (Donna Ana and Grant counties), one representative.
- Fifteenth district (Lincoln, Chaves, and Eddy counties), one representative.

FINANCES.

The total assessed valuation of property in the Territory in 1887 was \$45,462,459; in 1888, it was \$45,690,723; in 1889, \$46,041,010; in 1890, \$45,199,847; and in 1891, \$45,329,563.

There has been a large and steady decrease in the assessed value of cattle during the last four or five years, and this would have caused a very considerable reduction in the aggregates but for the increased value of other kinds.

The valuation, by counties, in 1891 was as follows:

Bernalillo County.....	\$6, 832, 434. 28
Chaves County.....	1, 281, 981. 08
Colfax County.....	4, 228, 400. 00
Donna Ana County.....	3, 387, 813. 13
Grant County.....	4, 611, 966. 00
Eddy County.....	1, 168, 484. 53
Lincoln County.....	1, 814, 372. 30
Mora County.....	1, 860, 307. 78
Rio Arriba County.....	1, 378, 648. 00
San Juan County.....	505, 037. 75
San Miguel County.....	6, 470, 912. 54
Santa Fe County.....	2, 912, 028. 00
Sierra County.....	2, 360, 572. 00
Socorro County.....	3, 908, 957. 00
Taos County.....	776, 584. 23
Valencia County.....	1, 831, 064. 99

Total valuation (no deductions)..... 45, 329, 563. 61

The Territorial indebtedness at the close of the forty-second fiscal year (March 6, 1892) was as follows:

Capitol building bonds, 7 per cent, due in 1904.....	\$100, 000. 00
Capitol building bonds, 7 per cent, due in 1905.....	100, 000. 00
Penitentiary building bonds, 7 per cent, due in 1894.....	109, 000. 00
Current expense bonds, 6 per cent, 5-20.....	150, 000. 00
Provisional indebtedness bonds, 6 per cent, 20-30.....	200, 000. 00
Capitol contingent bonds, 6 per cent, due in 1903.....	50, 000. 00
Insane asylum bonds, 6 per cent.....	25, 000. 00
Amount of outstanding warrants.....	130, 806. 12

Total..... 864, 806. 12

The total amount at the end of the previous year was \$866,433.03. The differences are as follows: A reduction in the penitentiary bonds from \$120,000 to \$109,000 caused by the purchase of \$11,000 of the bonds. A reduction of the outstanding warrants from \$140,433.03 to \$130,806.12. Thus there has been a reduction of the old indebtedness of \$26,627.91. Meanwhile \$25,000 of bonds for the erection of the insane asylum had been issued, leaving the net reduction \$1,627.91. This certainly is a satisfactory showing, as the Territory has the full value of \$25,000 in the asylum building.

The expenditures during the forty-second fiscal year were as follows:

Penitentiary current expense.....	\$34, 749. 90
Capitol current expense.....	3, 722. 66
Salary.....	28, 713. 92
Court expenses.....	57, 119. 64
Miscellaneous.....	20, 130. 49
Territorial institutions.....	74, 444. 25
Compensation of assessors.....	1, 044. 90
Transportation of convicts.....	1, 936. 39
Interest on warrants.....	5, 936. 92
School fund (from licenses to insurance agents).....	2, 368. 94
Deficit of 1889-'90.....	36, 392. 27
Pay of officers and employes twenty-ninth legislative assembly.....	1, 504. 12
Ancheta appropriations, expenses Washington commissioners, etc.....	2, 859. 00

Total..... 270, 923. 40

The following are the amounts of warrants issued in payment of claims accrued during the forty-first fiscal year and prior to March 3, 1889:

Court allowances during the forty-first fiscal year.....	\$4, 416. 08
Compensation of assessors forty-first fiscal year.....	61. 09
Miscellaneous forty-first fiscal year.....	710. 19
Deficit salaries forty-first fiscal year.....	3, 134. 07
Accounts prior to March 3, 1889.....	387. 42

Total..... 8, 708. 85

The following table shows the assessed value of lands and houses and of certain kinds of personal property in the different counties according to the returns for 1891:

Counties.	Lands.	Town lots, houses, and improvements.	Horses.		Mules.	
			No.	Value.	No.	Value.
Bernalillo.....	\$1,694,827.00	\$1,201,437.00	8,276	\$82,769.00	-----	\$18,632.00
Chaves	226,589.08	228,556.50	2,718	68,430.00	184	9,120.00
Colfax	1,030,098.00	961,625.00	6,582	134,100.00	418	17,485.00
Donna Ana.....	800,332.00	470,120.13	3,408	70,420.00	106	4,690.00
Eddy	81,724.76	234,409.50	6,732	121,703.00	242	13,964.00
Grant	479,530.00	429,505.00	5,907	141,531.00	345	12,795.00
Lincoln.....	188,808.76	266,356.00	7,118	146,872.00	267	9,756.00
Mora	654,017.00	165,088.00	4,524	101,033.00	198	9,646.00
Rio Arriba.....	290,123.00	185,961.00	3,163	73,188.00	149	5,205.00
San Juan.....	153,360.00	82,918.00	2,748	89,697.00	133	9,280.00
Santa Fe	854,225.00	834,445.00	934	19,145.00	176	7,100.00
San Miguel.....	1,341,932.00	822,872.00	8,717	146,914.00	706	17,582.00
Sierra	186,681.00	235,230.00	4,652	96,926.00	241	9,556.00
Socorro	465,107.00	588,274.00	6,257	131,395.00	445	11,266.00
Taos.....	233,108.00	42,935.00	1,096	21,876.00	149	760.00
Valencia.....	276,986.30	101,622.50	3,210	56,892.00	380	26,083.00
Total	8,957,448.90	6,851,354.63	76,042	1,502,891.00	4,139	182,920.00

Counties.	Cattle.		Sheep.		Goats.		Swine.	
	No.	Value.	No.	Value.	No.	Value.	No.	Value.
Bernalillo.....	-----	\$290,247.00	-----	\$301,126.00	-----	\$1,349.00	-----	\$1,516.00
Chaves	73,782	519,707.00	45,969	69,558.50	87	98.00	284	958.00
Colfax	115,279	918,959.00	181,206	207,463.00	3,585	3,481.00	1,101	2,686.00
Donna Ana.....	60,483	475,862.00	21,638	25,248.00	2,180	2,268.00	346	783.00
Eddy	49,327	430,719.00	40,238	74,405.25	1,734	1,734.00	175	681.00
Grant	168,917	1,327,336.00	16,618	22,629.00	9,121	10,784.00	493	1,501.00
Lincoln.....	127,992	900,324.00	38,629	41,137.00	16,526	21,376.50	1,167	1,836.00
Mora	27,246	228,132.00	154,746	164,969.00	10,996	10,996.00	1,143	2,105.00
Rio Arriba.....	6,566	75,162.00	113,392	113,392.00	5,030	4,800.00	382	537.00
San Juan.....	15,374	158,884.50	21,332	26,060.00	571	719.75	275	1,135.50
Santa Fe.....	3,364	25,400.00	43,250	43,250.00	1,500	1,500.00	145	465.00
San Miguel.....	113,112	992,741.00	270,232	294,341.00	20,660	20,679.00	1,013	2,136.00
Sierra	85,667	720,769.00	6,280	7,775.00	7,180	9,344.00	418	1,118.00
Socorro	133,646	1,074,611.00	115,026	121,489.00	5,608	7,024.00	392	1,038.00
Taos.....	2,533	33,205.00	93,359	93,359.00	3,751	3,751.00	539	871.77
Valencia.....	57,949	425,809.00	216,236	244,761.00	1,808	1,783.00	386	1,045.00
Total	1,041,237	8,597,867.50	1,378,151	1,850,962.75	90,337	101,687.25	8,259	20,412.27

Counties.	Burros.		Carriages.		Wagons.		Machinery.	Railroads.
	No.	Value.	No.	Value.	No.	Value.		
Bernalillo.....	-----	\$6,031.00	-----	\$22,902.00	-----	\$17,843.00	\$41,760.00	\$1,546,039.00
Chaves	63	607.00	80	3,850.00	186	6,194.00	2,930.00	-----
Colfax	378	487.00	150	4,500.00	350	9,000.00	20,000.00	616,000.00
Donna Ana.....	87	514.00	127	6,930.00	292	6,850.00	7,600.00	1,333,061.00
Eddy	51	762.00	58	2,827.00	134	1,715.50	1,488.50	-----
Grant	64	529.00	168	5,195.00	612	22,498.00	293,785.00	864,543.00
Lincoln.....	181	991.00	166	5,978.00	554	15,043.00	27,270.00	-----
Mora	1,163	2,552.00	173	4,921.00	1,052	20,245.00	25,249.00	243,401.78
Rio Arriba.....	881	4,115.00	126	3,950.00	735	20,999.00	30,101.00	441,355.00
San Juan.....	198	1,918.00	60	2,138.00	343	10,331.00	5,137.00	-----
Santa Fe.....	425	1,673.00	235	5,085.00	250	7,475.00	25,272.00	540,848.00
San Miguel.....	2,640	8,004.00	341	14,206.00	1,925	32,140.00	34,514.00	709,455.22
Sierra	156	1,170.00	-----	-----	467	16,501.00	91,840.00	393,093.00
Socorro	314	1,541.00	274	19,069.00	854	18,978.00	47,500.00	908,618.00
Taos.....	246	1,569.00	74	2,692.00	256	5,360.00	3,823.00	204,680.00
Valencia.....	560	2,495.00	164	6,215.00	709	15,177.00	23,805.00	488,653.74
Total	7,407	34,958.00	2,196	110,458.00	8,719	226,349.50	682,074.50	8,289,747.74

THE PUBLIC LANDS.

LAND OFFICES.

During the year ending June 30, 1892, the entries at the several land offices were as follows, rejecting fractions of an acre:

	Santa Fe.		Las Cruces.		Clayton.		Roswell.	
	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.
Homestead	263	139,273	130	18,090	166	30,560	.....	20,640
Preëmption.....	9	1,319	27	2,388	.....	.....	.....	381
Timber culture .....	.....	.....	.....	.....	.....	.....	.....	160
Desert land.....	25	4,847	4	478	2	280	.....	28,726
Coal land	50	7,786	.....	.....	.....	.....	.....	2,249
Mineral applications.....	1	9	25	556	.....	.....	.....	.....
Railroad selections .....	.....	150,243	.....	.....	.....	.....	.....	.....
Total	348	303,467	191	22,099	168	30,840	.....	52,156

Making an aggregate for the whole Territory as follows, in cases:

	Acres.
Homestead	209,150
Preëmption.....	4,088
Timber culture	520
Desert land.....	34,331
Coal D. S.....	10,035
Mineral applications.....	565
Railroad selections	150,243
Total.....	408,932

Final action was taken in the following cases:

	Santa Fe.		Las Cruces.		Clayton.		Roswell.	
	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.
Homestead.....	97	14,466	81	11,860	23	3,458	.....	4,359
Preëmption.....	.....	.....	.....	.....	27	5,119	.....	.....
Timber	1	40	.....	.....	2	320	.....	240
Desert	1	120	6	760	.....	.....	.....	36,921
Coal	1	80	.....	.....	.....	.....	.....	.....
Mineral.....	1	156	27	375	.....	.....	.....	56
Total	101	14,862	114	12,995	52	8,897	.....	41,576

The aggregate of acres being as follows:

	Acres.
Homestead	34,143
Preëmption	5,119
Timber	1,360
Desert.....	37,041
Coal.....	80
Mineral.....	584
Total.....	73,327

The approximate number of acres open for entry in the Santa Fe district is as follows:

	Acres.
Socorro County	1,255,608.62
Santa Fe County	859,826.24
Valencia County.....	2,454,076.50
Mora County	395,608.72
San Miguel County	1,707,047.76
Colfax County.....	237,772.69
Taos County.....	301,063.33
Bernalillo County	1,400,587.87
Rio Arriba County.....	1,112,661.47
San Juan County.....	1,096,136.10
Total	10,820,389.36

The approximate number of acres unsurveyed in the Santa Fe land district is as follows:

	<i>Acres.</i>
Socorro County.....	41, 120
Santa Fe County	46, 080
Valencia County	437, 760
Mora County	276, 480
San Miguel County	230, 400
Colfax County.....	85, 301
Taos County.....	345, 600
Bernalillo County	691, 200
Rio Arriba County	990, 720
San Juan County.....	576, 000
Total.....	3, 720, 661

PUBLIC SURVEYS.

During the year ending June 30, 1892, the total number of miles of Government lines established was 1,462. The number of township and mineral plats made in the surveyor-general's office was 264. Forty-two mineral surveys were approved during the year.

The boundary line between New Mexico on the west and Texas and Oklahoma on the east, referred to at large in my last report, still remains unsettled, and the injurious consequences necessarily continue.

The "land court act" threw a large amount of new business into the office of the surveyor-general, connected with the title of the "small holdings" so numerous in New Mexico. The number of applications to August 30, 1892, under both sections 16 and 17 of that act, is 60.

The provisions of this law are still so imperfect that few can take advantage of them. The amendments necessary to make it effective are treated of at some length under the heading of "small holdings," and nothing at this time is of more importance to the welfare of our people.

THE PECOS NATIONAL PARK.

This park, which was strongly recommended in my last report and by the surveyor-general in various documents, was finally established by Presidential order, dated January 11, 1892. The benefits to be derived from this action are manifest and varied, and our people unite in thanks to the Secretary of the Interior for his continued advocacy of the measure.

IRRIGATION.

This subject has been so fully considered in former reports that there is little to add. The enterprises in San Juan County have been carried forward and the admirable systems in the Pecos Valley extended. Through the pendency of litigation the important work of the Rio Grande Irrigation and Colonization Company has been further delayed. A new company has undertaken to increase very largely the water supply near Santa Fe, and the prospects are excellent for a large extension of the agricultural and horticultural area in the vicinity of that city at an early day. Another company is inaugurating an important irrigation enterprise in the valley of the Puerco.

The following is a list of irrigation companies which filed articles of incorporation from August 1, 1891, to August 1, 1892:

- San Juan Irrigation and Improvement Company. Locality, San Juan River, in San Juan County.
- The Mimbres Canal and Deming Water Company. Locality, Mimbres River, in Grant County.

Albuquerque Artesian Water Company. Locality, Albuquerque, Bernalillo County.
 The Pecos Irrigated Farms Company. Locality, Eddy and Chaves counties.
 The Peñasco Reservoir and Irrigation Company. Locality, Lower Peñasco River,
 in Lincoln County.
 Eddy Waterworks Company. Locality, Eddy, Eddy County.
 New Mexico Homestead Company. Locality, Socorro, Socorro County.

CLIMATE AND RAINFALL.

New Mexico keeps up its reputation as having the finest climate in the world. During the last year public attention throughout the United States and Europe has been directed to this Territory as a sanitarium to a greater extent than even before. The American Health Resort Association has published a number of reports on the subject, which are attracting invalids by the hundred from all parts of the world. There seems but little doubt that in a short time it will almost entirely supersede Florida, Colorado, and California as a health resort. The reasons for this are found in the equable temperature and extreme dryness of the atmosphere.

The following table shows the temperature and precipitation of moisture at Santa Fe, during the year.

Month.	Temperature.			Precipitation.	Month.	Temperature.			Precipitation.
	Max.	Min.	Mean.			Max.	Min.	Mean.	
1891.	°	°	°	Inches.	1892.	°	°	°	Inches.
July	87	52	69.2	0.84	January.....	57	1	29.0	1.34
August	87	45	68.3	1.04	February.....	54	12	34.8	1.22
September.....	82	38	61.8	4.69	March.....	60	15	39.2	1.51
October	69	30	51.2	0.12	April.....	72	20	46.7	0.69
November.....	66	17	40.8	0.13	May.....	76	32	55.0	0.50
December	52	1	25.6	1.53	June	90	37	66.0	1.05

The annual precipitation at Santa Fe for a series of years is as follows:

1872.....	9.87	1881.....	21.75
1873.....	9.53	1882.....	11.37
1874.....	19.83	1885.....	14.89
1875.....	18.97	1886.....	15.90
1876.....	15.02	1887.....	13.38
1877.....	13.85	1888.....	12.03
1878.....	19.52	1889.....	17.89
1879.....	11.44	1890.....	12.88
1880.....	9.89	1891.....	16.81

Previous to this year there has been but one station of the Weather Bureau in New Mexico; that is at Santa Fe. This has now been supplemented by a number of stations for voluntary observers. Mr. H. B. Hersey, the director, affords the following information as to the present status of the service in New Mexico. He says:

In June, 1891, I recommended to the Chief Signal Officer the establishment of such a general weather service in New Mexico, but owing to the approaching transfer of the Weather Bureau to the Department of Agriculture no action was taken at that time. Soon after the transfer I was authorized by the new chief of the Weather Bureau to organize the service, and was appointed director of the same. The necessary steps were immediately taken to secure a force of voluntary observers. The instruments are all furnished by the U. S. Weather Bureau and are of standard patterns. The work of keeping the record throughout the Territory is performed by public-spirited residents without compensation. Their reports are mailed at the end of each month to this office, where they are summarized and a bulletin published, giving full meteorological data for the Territory.

These bulletins are issued to the press for publication, and to any interested persons. Reports are received from the following stations:

Albert,	Folsom,	Los Lunas,
Albuquerque,	Fort Bayard,	Monero,
Bloomfield,	Fort Stanton,	Olio,
Chama,	Fort Wingate,	Pojuaque,
Clayton,	Gallinas Springs,	Raton.
Coolidge,	Halls Peak,	Red Canyon,
Dulce,	Hillsboro,	Roswell,
Eddy,	La Luz,	Socorro,
Embudo,	Las Cruces,	Springer,
Estalina Springs,	Las Vegas,	Taos.

AGRICULTURE AND HORTICULTURE.

In both these important branches of industry there has been much increase and improvement.

The area of the land employed in agriculture has been greatly enlarged for grain, vegetables, and especially for grasses and alfalfa. This is very gratifying, as the home demand has been much larger than the supply, and hence the Territory has been continually impoverished by buying from abroad what should have been produced on our own soil and by our own people.

If we turn to horticulture we find an advance which is really marvelous. Every county and indeed almost every precinct gives evidence of it. The planting of fruit trees at each recurring season is almost universal. It is not possible even to approximate to the number added this year. In addition to the statistics of prominent orchards previously reported, I am enabled to give these figures regarding some of those in Colfax County. The immense establishment of Hon. M. W. Mills has been previously referred to. At Rayado Hon. Jesus G. Abreu has a large and flourishing orchard, principally of apples. Mr. M. E. Dane, northwest of Maxwell Station, has a most promising collection covering 20 acres. Mr. John B. Dawson, of Cimilorio, one of the "old timers" of this region, now has over 40 acres planted, containing about 6,500 trees. Mr. Manley M. Chase, his neighbor from the earliest days, is the owner of an orchard of equal size and containing about the same number of trees, but they are younger and just commencing to bear.

In previous reports I have spoken of the orchard of Mr. A. D. Coon, a few miles south of Socorro, which is of much general interest, as it has been grown entirely without irrigation. I have visited it recently and find it looking splendidly. In a late letter Mr. Coon says:

I planted 1,200 fruit trees this spring. My orchard, which I am growing on first-bottom land without irrigation, is looking well and making a very nice growth this year, as it has always done from the start. Many of my four-year-old pear and apple trees are fruiting this year, which is evidence that my orchards will, with age, fruit without water. All my trees require is age. Among my 8,000 trees one can not see an off-colored leaf; all are bottle-green and healthy.

In Grant County the introduction of fruit-culture is a comparatively recent matter. The orchards along the Mimbres have been previously referred to. The following from Hon. John A. Miller, of the Arbolado ranch, shows the progress there.

Almost every dooryard has been planted in fruit trees during the past year that had not been already planted. I think it will be safe to say that 100 acres of 100 trees each have been set out this season.

I have introduced the Green Mountain grape during the past two seasons and find them giving excellent satisfaction. The grape is one of the finest table fruits

ever raised, and as we in Grant County can not go into wine-raising, we want the best table grape planted.

My fruit trees are all doing finely. I shall add 4 or 5 acres next spring in apples, besides some more Green Mountain grapes. I am planning extensive storage reservoirs for next winter's snows and rain.

The peach orchard of Judge G. W. Wood, near Las Cruces, which is the largest in New Mexico, has come into bearing this year, and over 500,000 pounds of fruit were shipped prior to September 1.

STOCK-RAISING.

CATTLE.

The number of cattle returned for taxation in 1891 was 1,041,237, being somewhat of a reduction from 1,129,088, the number returned in 1890.

The business can not be said to be very prosperous. Mr. H. H. Pierce, the editor of *The Stock-Grower*, an excellent journal, published at Las Vegas, reports as follows:

During the past year conditions have been such in New Mexico that the cattle business has not shown any reaction from the depressed condition which has prevailed since 1888. Throughout the Territory, with the exception of the northeastern portion, the range has suffered from lack of rain, and as a result feed has been short, the calf crop very small, and considerable loss of the small crop has been caused by the ravages of wolves, especially in the east and northeast. These animals have been driven into New Mexico from western Kansas and the Panhandle of Texas, caused by the settlement of those sections. Many cattle-raisers of New Mexico have gone out of the business during the past year, and a number of others are anxious to go out as opportunity offers, and it is safe to say that there are not now half as many men actually engaged in the business as there were four or five years ago, and that the number of cattle on the ranges will show about the same proportion of decrease, and the decrease of cattle will continue at least another year, when the ranges will be relieved to such an extent as to increase good feed for all the stock left. A great many steers have been shipped and driven to northern ranges and pastures in Kansas and Nebraska during the year. The cattle sold to go to ranges of the Northwest have gone at about the following figures: Yearling steers, \$8 to \$10; twos, \$11 to \$14; threes and up, \$14 to \$16, prices varying according to grade and point of delivery.

The prices named are for the cattle delivered at the various shipping points on the railroad. A few sales have been reported at higher figures than those named, but they were cattle of exceptionally good quality and in first-class condition.

Messrs. Brown & Manzanares, whose experience is of much value say:

We believe that the cattle industry has not been profitable during the past year. There was a fair rate of increase as far as the calf crop is concerned, but losses have been heavy, prices low, the drought in many places has made feed scarce, compelling shipments in spite of low prices, all of which causes, we believe, have resulted in a decrease in number and value of animals in the Territory.

Mr. George L. Brooks, secretary of the cattle sanitary board, reports that the number of cattle shipped out of the Territory by rail during the last year was 126,824, and the number driven out was 29,995, making altogether 156,819.

Hon. Thomas D. Burns, one of the brightest and most intelligent men in the Territory, writes the following characteristic letter relative to the cattle interest in the northern part of Rio Arriba County, which might be commended to the attention of the Indian Office.

About ten years ago this was a prosperous county as far as stock was concerned, but since the Jicarilla Apaches were placed on a reservation at Amargo, stock has been on the decline, and it is all due to the Apaches killing and eating our cattle. Carlisle Brothers put 3,000 head of cattle on what they call Cañon Gallegos about six years ago; they have taken their cattle out of the country, and with all the in-

crease they were only able to round up 1,500 head. Capt. Kutz, of Huerfano, Colo., put in 2,000, and after five years took out about 700. Wainwright put in about 3,000 head and will hardly get a thousand. Several others are in the same fix. I used to have from 600 to 800 calves each year, now I have a little over 200.

The fact is, that as long as these Apaches are here, raising cattle in this country is among the "lost arts." The amount of the calf crop can be given only by the Apaches.

SHEEP.

The sheep industry continues to be very prosperous and profitable. There can be no doubt that New Mexico is specially adapted to it by nature.

Mr. H. H. Pierce, above referred to, says:

The sheep-raisers are prosperous. The past season the lambings in every section of the Territory were better than usual, and the wool clip was a good average and found ready sale, though at slightly lower prices than prevailed last year. About 200,000 have been driven or shipped out of the Territory to the feeding pens of Kansas and Nebraska during the year. Nearly all were wethers and brought about the same prices as were paid last year—\$1.25 to 1.75 for yearlings and from \$2.00 to \$3.00 for two, and up. The satisfactory condition of the business in New Mexico causes the raisers to be very firm in their prices and buyers have generally paid a little higher figure for their stock than prevailed last year.

Quite a number of new men are engaging in the business, and in many sections the ranges vacated by cattlemen are being filled with sheep. Considerable attention is being paid to the improvement of the quality of stock, and even now the Territory has many flocks that will compare favorably in wool production with those of Utah, Montana, and California. The output of wool was about the same as last year—in the neighborhood of 12,000,000—and it showed a marked improvement in quality over that of previous years.

Messrs. Brown & Manzanares estimate the wool product at 12,000,000 pounds, sold at 15 to 18 cents per pound, and realizing \$2,000,000. Secretary Brooks reports that from January 1 to September 1, 1892, ninety carloads of sheep were taken from the Territory, averaging 250 to the car.

Hon. T. D. Burns writes:

Sheep have done well; we have sold yearling wethers at from \$1.60 to \$2.00 each; about 25,000 have been sold. The increase of lambs is about 80 per cent.

Mr. W. S. Burke, the secretary of the Albuquerque commercial club, reports as follows as to this industry in his section:

The spring wool clip of the present year, in the district tributary to Albuquerque, was a little above the average in quality and quantity. The wool industry in this part of the Territory is growing quite rapidly and sheep are supplanting cattle on many ranges. The sheep have also been bred up to a very considerable extent by the importation of blooded rams. The lowest grade of wool, which a few years ago constituted almost the entire crop of the country, is now scarcely seen in this market, except in those lots that come from the Indian country. The Navajos still keep the "scrub sheep" and practically the only carpet wool produced here now is what they raise. The quality of the wool handled in this market has also been improved by reason of the fact that the old custom of shearing twice a year has very generally been abandoned. Flock-masters have learned that if they shear only in the spring, though they lose a little in weight, they more than make up the difference by the improved quality of the wool, owing to the greater length of fiber, and thus find it profitable as well as humane to dispense with the fall shearing.

The most accurate and painstaking of those who make reports on the subject is Hon. Luis A. C. de Baca, of Baca, in the eastern part of Mora County. His statements are valuable because they are exact; and while they show the difference in results in the case of neighboring owners, the average is a fair criterion for the northeast of New Mexico. He sends the following list of sheep-owners in eastern Mora, with the number of sheep belonging to each, the amount of wool, and the number of lambs. As compared with the similar statement pub-

lished last year (page 28 of report), this shows a very gratifying increase in all respects.

List of sheep owners of the east part of Mora County.

Name.	Sheep.	Wool.	Lambs.
Lake Ranch Cattle Company.....	10,000	75,000	4,000
Romero & Garcia.....	4,500	22,500	2,000
Celso Lopez.....	1,000	3,000	600
Nicanor Romero.....	700	2,000	300
Romualdo Baca.....	1,900	4,500	1,200
Cruz Gonzales.....	500	2,500	500
Jesus Chavez.....	3,000	9,000	2,000
Romualdo Gonzales.....	3,000	16,000	2,000
Lujan & Pinard.....	26,000	112,000	11,000
Juan Rodriguez.....	1,200	6,500	800
Pantaleon Anaya.....	1,500	6,500	800
Luciano Solano.....	1,500	6,500	800
John Tixin.....	3,500	15,000	2,000
Leonardo Vigil.....	1,400	3,000	900
Sixto Apodaca.....	2,000	7,000	1,000
Guadalupe Montoya.....	500	2,000	400
Fabian Chavez.....	800	2,500	400
Jose Manuel Gonzales & Bros.....	4,000	20,000	1,600
Baca Brothers.....	17,000	68,000	7,000
Leonardo Vigil.....	1,500	4,500	1,000
Valentin Montoya.....	800	2,500	600
Juan Montoya.....	600	1,800	400
Juan Vigil.....	2,000	7,000	1,000
Donaciano Vigil.....	2,500	9,000	1,300
Leon Shaw.....	6,000	35,000	3,000
Guadalupe Lovato.....	2,000	8,000	1,400
Abelino Garcia.....	4,000	16,000	1,500
Telesfor Gonzales.....	4,500	1,600	1,800
Luis F. Garcia.....	12,000	65,000	7,000
Jose Manuel Garcia.....	2,000	10,000	1,300
Francisco Garcia.....	2,200	9,000	1,000
Maximo Garcia.....	2,500	10,000	1,400
Jose de la Luz Garcia.....	2,000	9,000	1,300
Francisco Miera.....	1,800	7,000	1,000
Agapito Padia.....	1,600	3,200	800
Juan Rodriguez, sr.....	4,000	12,000	2,000
Preciliano Martinez.....	4,000	16,000	1,500
Total.....	140,000	625,600	67,600

I believe the wool crop of 1892 reaches 16,000,000 pounds, notwithstanding the statements of Messrs. Brown & Manzanares and Mr. Pierce. Previous experience has taught me that in each place they underestimate the amount of wool in the Territory not brought to their own market. The shipments outside of Las Vegas and Albuquerque amount to at least 4,000,000 pounds, and perhaps 4,500,000. The total value of the crop was something over \$2,500,000.

MINING.

METALS.

This important industry has seen its usual ups and downs during the past year, but as a whole is in a flourishing condition. Our miners, now that they are relieved from the degrading competition with the half-paid laborer of Mexico, are able to command a fair American compensation for their work throughout the year. It would be hard to imagine a case in which the present tariff has been of such immediate and obvious benefit as that of silver-lead ores.

The most important increase in production has been at White Oaks, in the Old Abe mine and elsewhere on Baxter Mountain. Mr. William Watson, of White Oaks, writing of that section, says:

The North Homestake, Lady Godiva, Old Abe, American, and Helen Rae mines have all produced more or less gold bullion. The development of mining industry

is much greater than any previous year, especially in the North Homestake, where at a depth of 1,000 feet the value of the ore increased \$4 a ton, while the discovery of a rich vein of gold on both the Helen Rae and American mines, which yielded \$100 per ton, is very encouraging. The new discoveries of gold veins in the Organ Mountain have great promise. There seems good reason to believe that New Mexico will soon be a large gold producer, as the deeper the workings have been pushed the better the result.

The Old Abe began to produce January, 1891, and from then to this date \$354,589 has been extracted from it. The main shaft is 600 feet deep, with 13 levels, the total excavations amounting to 3,600 feet. The South Homestake has produced \$280,000, and though an accidental fire has stopped its flow of wealth, it will soon be in order to continue its production. The North Homestake has a shaft 985 feet deep, and over 5,000 feet of excavations. A new body of rich ore has just been struck at the depth above mentioned. The Lady Godiva mine is 635 deep, and 800 tons of its ore, averaging \$27.50 per ton, have been treated already at the White Oaks gold mill. All of these mines, together with a number of others, are in the famous Baxter Mountain, which seems to be a storehouse of wealth.

At Hillsboro great prosperity prevails and the output is continually increasing. It bids fair to become one of the great producing districts of the country.

The following letter from Prof. Charles Longuemare, editor of the *Bullion*, and an acknowledged authority on mining matters in the Southwest, gives a general outline of the progress and condition of the industry in New Mexico at the present time:

EL PASO, TEX., *August 9, 1892.*

SIR: In response to your request I furnish the following brief résumé of the progress of the mining industry in New Mexico within the twelve months since the date of your last annual report. One of the most notable events is the decrease of the production of silver in the Territory, a fact that has been noticed by Walter C. Hadley, E. M., in his annual report to the Director of the Mint, wherein he estimates the decrease of silver since the year 1890, at 23.7 per cent. He also finds for the same period a decrease of the production of lead of 17.9 per cent; but upon the other hand has reported an increase of the gold production of New Mexico for the same time of 28 per cent. These figures have been very generally accepted as correct or nearly so. The falling off of the production of silver since the date of Mr. Hadley's report has continued in proportion as the market value of silver has diminished, and owing to the conditions under which silver and lead are found in nature I believe that a diminishing product of the latter metal has also continued to manifest itself. That the unnatural depreciation of the value of silver is responsible for the diminishing output of the "white metal" in New Mexico, no one will attempt to deny who is conversant with all of the facts of the case. But to remove any doubts I will state that good authorities estimate that the average cost of producing one ounce of silver in the Territory amounts to 80 cents, and that on Saturday, August 13, 1892, silver had declined to 82½ cents per ounce, or in other words only 2½ cents above the actual average cost of producing an ounce of silver in New Mexico.

The increased product of gold in New Mexico is due to the increased attention which has been devoted by miners and capital in searching for and developing gold claims that in previous years had been neglected, and also to the fact that more than one property in the Territory commenced its production career as the result of the development of previous years. This increased interest in gold mining has been particularly felt at Hillsboro and at White Oaks, though it is perceptible in almost every county in the Territory. At White Oaks the output of gold from the Old Abe and the North Homestake mines has been quite a factor in the increased production of gold; other properties in the vicinity are also preparing to produce. At Nogal, a few miles from White Oaks, the American mine is yielding good grade gold ore and recently I have been advised of the intersection in that property of a body of still richer mineral. The ore bodies of Baxter Mountain, in which the Old Abe and the North Homestake are located, are phenomenal because of the depth to which the free milling gold ore descends; in the latter mine to a depth of 985 feet and in the Old Abe the ore has paid from the grass roots, has been continuous to the present depth of over 600 feet, and continues to be free milling. Late advices have

reached me that indicate that the South Homestake, lying adjacent to the North Homestake, is also upon the eve of furnishing its contingent of gold to increase the product of the Territory. The Bonanza at Hillsboro has been worked continuously in the most satisfactory manner and is daily adding to New Mexico's gold output. The claims upon the Eastern slope of the Organ Mountains are receiving attention and at this moment a milling plant is in course of erection there, owned by White Oak parties. There has also been a notable increase of interest manifested in the production of gold in Grant, Sierra, Socorro, Santa Fe, Colfax, and Rio Arriba counties, and in fact throughout the Territory; and as I predicted years ago numerous districts in northern and central New Mexico that have been neglected have during the past twelve months been revisited by prospectors, and many relocations, particularly of gold claims, have been made.

I am pleased to chronicle a striking interest that has shown itself among prospectors and miners in giving attention to those sources of wealth that have all along been considered by them of little value. Of these coal and iron rank first. Of the former the recent discovery of a 6-foot vein at Salada is notable. The area containing good bituminous coal in Lincoln County will have a powerful influence upon the industrial future of southern New Mexico, which is not at all lessened by the presence of large bodies of high-grade iron ore in the immediate vicinity of the fuel, with which to convert the latter into an article of commerce. Coal has also been discovered near Tularosa and the probabilities are favorable to its discovery between Silver City and Las Cruces and in the vicinity of Deming; at least the conditions are sufficiently favorable to warrant attempts being made to determine the fact.

Discoveries of the following elements of wealth have frequently occurred during the past year: Coal, iron, marble (black, white and variegated), Mexican onyx, sulphate of lime, sulphate of salt, fire clay, bitumen, and serpentine. Tin has been identified in Grant County, and the deposits of alumina on the Gila in the same county are being explored. While silver has reached the lowest price in its annals, the enthusiasm of the prospector has not diminished, and in consequence frequent discoveries of silver ore bodies have been made during the year as well as of copper, zinc, and lead. The El Paso Smelting Works have been materially enlarged and the Rio Grande Smelting Works at Socorro have been much increased in capacity, numerous improvements and additions having been made.

Two extensive sampling works have been erected, one at El Paso and the other at Deming. At Hillsboro a copper plant, with the object of employing copper as a collector of gold and silver in the ores of that section, is now operating with success and is producing copper matte well charged with the precious metals. In Water Canon, Socorro County, a small concentrating plant has been erected for the purpose of treating the ore of the Gettysburg claim. If the venture is successful then more extensive plants of a kindred nature will be erected in more than one locality in the Magdalena Range to utilize the immense deposits of concentrating ores that lie there now neglected.

At Organ the Stevenson-Bennett Company is just finishing a concentrating plant of considerable capacity to treat their low-grade ore. The fire-clay works at Socorro have been in operation some months successfully, and find no difficulty in securing a profitable market from their productions. The school of mines at Socorro is upon the eve of throwing open its doors to the entrance of pupils, and this institution is destined to exercise a great and increasing influence upon the mining industry of the Southwest.

Yours, very truly,

CHAS. LONGUEMARE.

Hon. L. BRADFORD PRINCE,
Governor of New Mexico.

Walter C. Hadley, esq., who has prepared the official mining reports for New Mexico for many years, writes from the new town of Hadley, near Cooks Peak, as follows:

In Steeple Rock district there has been a sale recently of the Jim Crow gold and silver properties to Pittsburg parties. Pinos Altos, where I have just been, is likely to continue to do quite well, although things are quiet there now. Work has been resumed on the old solid silver mine at Black Hawk, and it is said that the company will sink to the 1,000-foot level before cross-cutting. Cooks Peak is really more fortunate this year than any other of the camps this side of the Rio Grande. The output of silver-lead properties has been a little larger than last year, but it is doubtful whether as much money has been received in payment owing to the prices of both lead and silver. Teel and Poe have a very fine body of ore at this time and the surprise is also in bonanza. We are not taking out any ore at this time, as we are sinking our shaft another 150 feet. Our mill has been running steadily, however,

for the past year, and it is probably the most successful plant in the Territory for the treatment of ores of this class by milling.

Lake Valley has not had so large an output as last year, but has done well; it is more than paying all expenses, and much exploration work has been done. In Hermosa I found that there is about the usual tonnage; and a new concentrating plant is erected near the Palomas Chief and Pelican.

Of course the bright particular stars in the sky at this time are the mines at White Oaks that produce gold only, and also the Hillsboro gold mines that have attracted especial attention.

I have made two reports this summer for the Santa Fe Railroad on the proposition to extend the railroad into the Black Range both from Magdalena and Lake Valley. I am satisfied that if money was not so hard to get the additional branches that are so badly needed would be built.

The following description of a new process of treating ores, now being introduced at Albuquerque by Hon. E. S. Stover, is of interest. I am indebted to W. S. Burke, secretary of the Albuquerque Commercial Club, for the facts:

An experiment is now being tried at Albuquerque with a newly-invented process for the treatment of certain classes of ores which are found in large quantities in many parts of the Territory, and this experiment, if it proves successful, as now seems to be almost assured, will have a very great influence upon the mining interests of New Mexico.

In nearly all of the camps are large bodies of ore carrying more or less of the precious metal, but so combined with other substances as to make their treatment so difficult and expensive by the ordinary method that there is little or no margin of profit left for the miner. By the new process it is claimed that these rebellious ores can be worked more cheaply than free ores can be treated by smelting. The method pursued is to pulverize the ore, subject the pulp to an electric bath, and then collect the precious metals by amalgamation. The process is very simple and inexpensive. The mill is just being started, and will not be prepared to work ore in quantities for a week or ten days; but various experiments made with small lots have all proved successful, and the gold and silver saved so thoroughly that assays of the "tailings" have failed to show a trace. If the new process stands the test of practical operation it will make a revolution in our mining affairs and will make profitable the working of hundreds of lodes in various parts of the Territory which are now practically valueless by reason of the difficulty and expense attending the treatment by fire process.

COAL.

Coal mining continues to be one of the most important industries of the Territory. It is carried on very extensively at Blossburg, near Raton; at Amargo, in Rio Arriba County; at Gallup, and at Cerrillos, and to a smaller extent in a number of other localities. The mines at Carthage, which have been extensively worked for many years, are almost entirely closed, and many buildings there have been moved to Cerrillos. The latter has become the most important point in this business in the Southwest. The owners of the great coal tracts in the vicinity have combined all interests, and in connection with the Atchison, Topeka and Santa Fé Railroad Company are building many miles of branch railroad to connect the various mines with the main line. There is every prospect that the output of their locality in the year 1893 will be far larger than has ever been known in any part of the Territory before.

Mr. J. C. Spears, recently appointed coal-mine inspector by the President, furnishes the following information with regard to the mines at Gallup. These are situated near the Arizona line, and the shipments are nearly all to the Pacific slope.

In 1891 at all the Gallup mines combined (eight mines) 12,925 railroad cars of coal were produced, each car containing 20 tons, making a total of 258,500 tons. The output would have been much larger had the mines been worked steadily, but unfortunately three of the Aztec Coal Company's mines were closed on account of the strikes, from May 9, 1891, to about the last of July, 1891. For the same cause the Gallup Coal Company's mines were closed one month and the Black Diamond Coal

Company's mines were closed one month. I may add that most of the mines did not work more than three-quarter time from January 1, 1891, up to the date of the strike, and about the same ratio after the strike was settled in 1891.

From January 1, 1892, down to and including July 31, 1892, there were shipped from all the mines combined 7,810 railroad cars of 20 tons each, making a total of 156,200 tons. Out of the 7,810 cars produced, the Atlantic and Pacific Railroad bought 6,061 cars; the remaining 1,749 sold in northern and southern California and Albuquerque, and along the line of the Atlantic and Pacific Railroad.

The production was as follows:

Company.	Railroad coal.	Commercial coal.
Crescent.....	5,313	1,285
Caledonia.....	748	357
Duncannon.....		2
Eureka.....		30
Beacon Hill.....		75

The figures given do not include coal consumed in the town of Gallup or at the mines, but we can safely count that at 1,000 tons per month more. I will further state that the mines have only worked about $3\frac{1}{2}$ days per week, on an average, since January 1, 1892, with the exception of the Caledonia mine, which has averaged about 4 days per week since January 1, 1892. The reason assigned for this slackness in work is sharp competition with British Columbia coal in California and the high freight rates from Gallup to California.

Coal is sold to the Atlantic and Pacific Railroad Company at the mine at \$1.38 per ton. Commercial coal in Gallup is delivered at \$3 per ton. Miners receive 70 cents per ton for mining. Day's wages around mines are from \$2 to \$3 per day.

There has been no new mine opened in 1892. On January 15, 1892, the Gallup Coal Company, the Black Diamond Coal Company, and the Aztec Coal Company consolidated, and are now known as the Crescent Coal Company, and they control all the mines at Gallup but the Caledonia, Beacon Hill, and Eureka.

FORESTS AND LUMBER.

Our forest products are destined to increase in importance as the years go by. The business has not materially changed since my last report, except that the work on the vast tract purchased by the Mitchell Brothers from the Atlantic and Pacific Railroad Company, and situated in Valencia and Bernalillo counties, has actually commenced. Regarding their operations Mr. Fitz Gerald, the manager, makes the following statement:

Our mills are only partially completed. We have now in operation a sawmill with an annual capacity of 30,000,000 feet. A planing mill with improved machinery of all kinds used in that branch of the lumber business is in course of construction. A railroad 9 miles in length is completed into the timber; from that point logs are transferred to the mill, which is located on the main line of the Atlantic and Pacific Railroad, 125 miles west from Albuquerque. As you already are aware, we have an almost unlimited supply of timber suitable for all classes of building material and all grades known by the trade. The amount of lumber manufactured in the last year was of little consequence, the mill having just fairly started. As the demand for our product increases we expect to enlarge our capacity.

The amount of lumber cut on the Petaca grant during the year was 3,000,000 feet. On the Tierra Amarilla grant the amount was 15,000,000 feet, which was sawed by three mills. The product of the vicinity of Catskill and other points mentioned in previous reports is virtually unchanged. There is a probability that the vast forests on the Cebolleta grant, which are unsurpassed elsewhere, will shortly be made the source of a large production.

NEW INDUSTRIES.

Various new branches of manufacture have been introduced recently, but I will only refer to two: (1) the preparation of an extract of

cañaigre for tanning; (2) the manufacture of firebrick, tiling, sewer-pipe, etc., at Socorro.

In relation to the former, the following statement from C. B. Allaire, president of the Tanning Extract Company of Peoria, who are operating at Deming, will be found to be of much interest. Its description of the method of raising the cañaigre is of particular practical importance. It is dated at Deming, N. Mex., and reads as follows:

We are erecting at this place a factory 74 by 250 feet, partly one story and partly two stories, for the manufacture of an extract from the tubers of the cañaigre root (*Rumex himenoccephalum*), to be used for tanning purposes. We expect to export our entire product to England, because freights are cheaper from here to Liverpool than from here to New York city or Boston, and because Europe is not so well supplied with tanning materials as America. This product is used only for light leather, such as goat, sheep, kid, dongola calf, etc., and does not come into competition with oak and hemlock extracts, which are cheaper and are used for heavy leather, such as sole, harness, etc. Our present capacity is about 30 tons of green or undried root per day, which should make about 5 tons of extract of a consistence about like putty, dry enough to ship in sacks. We do not expect to be able to secure enough root from the natural growth that is available to run us continuously for the first three years. At the ruling freight rates we can not afford to ship root to this factory outside of a radius of about 100 miles by rail and a less distance, say 20 miles, by wagon. To meet this deficiency and to provide for a steady supply of the raw material near at hand we are clearing and planting about 1,000 acres this season of selected sandy bottom land suitable for this plant, and expect to have at the end of three years a crop of from 5 to 10 tons per acre without irrigation, and we shall do the same in 1893 and 1894, eventually having 3,000 acres in cultivation near at hand, which we estimate will keep us continuously supplied with raw material.

If this experiment is a success we shall be able to demonstrate to landowners in this arid region that they can raise a valuable commercial crop without irrigation where irrigation is impracticable; that has an eight months' planting and harvesting period; that is not subject to drought, decay, or market fluctuations, and that will yield, over and above all cost for labor, seed, etc., a good return on \$50 per acre value of the land, and, in fact, make a profitable industry where now they have absolutely nothing.

Our method of planting is as follows: We first clear the land of soapweed, willow, and mesquite. Very little of the latter grows on this class of land. The cost averages about \$1 per acre over and above the value of the fuel obtained. Sage brush and other light growths are left on the land, as they are easily plowed under. Then we put on a 12-inch plow, with four horses, two men, and three boys. The plow must have a side and well-curved mold board, so as to cover well the preceding furrow. One man drives the team, the other guides the plow; one boy follows the plow and picks up and carries to be deposited at the end of the furrow any natural growth of cañaigre that may be turned up; another boy follows him and drops into the bottom of the furrow small roots, say three-fourths inch in diameter and less, about 12 to 18 inches apart. He can not plant as fast as the furrow is made, so that it takes two boys to do the planting. The return furrow covers the first, and this process is continued until all the land is planted. We plant about 6 inches deep.

The cost of clearing, plowing, and planting, etc., is as follows:

Clearing 2½ acres.....	\$2.50
Two men and two teams, per day.....	7.50
Three boys per day, 50 cents each.....	1.50
Seed 2½ acres, \$6 per ton.....	2.50
	14.00
Cost per acre.....	5.67

If we add to this \$5 per acre for harvesting we have a total cost of \$9.67 per acre chargeable to the crop, the \$1 for clearing being considered a permanent improvement to the land and no labor being required for cultivation during the growth of the crop. At the lowest estimate of 5 tons to the acre, which is at present worth \$6 per ton at the factory, we have a net profit of \$20.33 per acre over and above all cost for plowing, planting, seed, and harvesting the crop. This is equal to 10 per cent return per annum on a valuation of \$68 dollars per acre for the land, three years' use of the land being required to mature a crop.

Naturally a farmer would plant one-third of his land each year and so secure a regular annual income.

It is not a part of our policy to engage permanently in the business of propagating this plant, but we find the people here skeptical as to the profit of engaging in

this industry and we have thought it necessary to make a practical demonstration of the actual cost and method of operation and the result to be obtained.

We have found much difficulty in securing land of the proper character near or within economical hauling distance to our factory. We have leased some from owners, probably enough for this season's operations; but most of the land suitable for our purpose is not fit for homesteads, can not be irrigated, and is not subject to desert entry, or rather title can not be perfected, and there seems to be no legal and honorable method by which the use of this land can be acquired for the prosecution of our experiment, and it would seem as if some legislation was desirable in a case of this kind by which parties of a responsible character might acquire a lease from the Government for a period of years of a reasonable amount of land under proper bonds or restrictions.

It is not feasible to build factories at various points, as it is exceedingly difficult to find in this Territory an abundance of water of the proper character.

The product being of such a delicate nature the most careful manipulation is necessary, and the presence of a trace of alkali, iron, or other contamination in the water would be disastrous.

F. W. Gallagher, manager of the Socorro Fire Clay Company, writes as follows regarding their enterprise:

In the San Felicita Mountains east of Socorro, this company has its fire clay properties; which consists of different grades of fire clay in thick strata, the entire bed as far as explored being 20 feet in thickness. In addition to the above it has in the Socorro Mountains very extensive deposits of kaolin and sanodin, both of which materials are used in manufacturing pottery. The company has also in the Socorro Mountains extensive beds of red clay and white clay for the manufacture of pressed and common brick. The purpose of the company, in time, in addition to fine and common brick which are now being manufactured, is to extend their works to include the manufacture of pottery of common and higher grades, sewer pipe, tiling, etc.

It is proper to add that this company has already very extensive works and is actively engaged in its business.

TERRITORIAL INSTITUTIONS.

The four institutions established by the legislature of 1889, the agricultural college at Las Cruces, the school of mines at Socorro, the university at Albuquerque, and the insane asylum at Las Vegas, all have now beautiful structures, either occupied or ready for occupancy. The deaf and dumb asylum at Santa Fe is located in a rented building, but no doubt will be provided with permanent quarters by the next legislature.

At the school of mines, the laboratory building, which includes recitation rooms and will be sufficient for all purposes for many years, is completed, and is a most substantial and well-arranged structure. Its construction has exhausted all the available funds, so that the institution can not be opened until additional legislative action is had.

The university building is completed and is an imposing edifice. The regents in charge of this institution very wisely determined to inaugurate its work by opening a normal school, which was continued through the whole of the past summer and achieved a marked success. Owing to the distance of the university building from the city, the school was held in the academy belonging to the New West commission. A very thorough course, in all the branches required by law for a first grade county certificate, was given. At the beginning there were two teachers and about twenty-five pupils, but the attendance increased so rapidly that soon a third teacher had to be employed, and during the term seventy-five pupils were enrolled. The regular college courses of study will commence at the university this fall; normal instruction, which is much needed in New Mexico, being made a conspicuous feature.

The university received the proceeds of a tax of two-fifths of a mill, amounting to about \$14,000 each year. The total receipts to August

2, 1892, were \$35,964.48. The entire expenses of the building, including furnace, improvement of grounds, etc., was \$32,672.73.

The agricultural college, located at Las Cruces, was first opened to students in a rented building, January 21, 1890.

The erection of a college building was begun about May 1 of the same year, and the building was first occupied by the college about February 1, 1891. It is a substantial, two-story, brick structure, with stone foundation and basement. It contains fourteen rooms, and with heating apparatus and furniture cost about \$25,000.

At the present time the building is well furnished with modern school furniture. Its library occupies a large room which also serves as the office of the college clerk and the study room for the college students. The library contains 1,500 volumes, including several sets of cyclopedias, various dictionaries, and a large number of books of reference, besides a well selected library of general literature. The reading room is also supplied with many leading magazines and periodicals.

The various departments of the college are supplied with good apparatus appropriate to their needs; in short, the equipment is such as to furnish first-class facilities for obtaining a practical education according to the purposes of the institution.

The experiment station is being managed in accordance with the provisions of the act creating it. A fine experimental fruit orchard and vineyard will soon come into bearing, and the results will be given to the people in bulletins, of which seven have already been published. The various small grains, including 400 varieties of wheat just harvested show astonishing results with little irrigation under intelligent treatment.

The faculty having charge of the college and the experiment station consists of the president of the college and director of the station, seven professors, two instructors, four assistants, one librarian and clerk.

The college offers to students four courses of instruction, besides a preparatory school; the courses are agriculture and science, mechanical engineering, civil engineering, and classical and scientific.

During the year closing June 1, 1892, the enrollment of students was as follows: In the preparatory school, 105; in the freshman class, 15; in the sophomore class, 13; and in the junior class, 1. Tuition is free, except an entrance fee of \$3 per annum. Text-books are loaned to students.

The revenue is derived from the following sources:

(1) From the Territory one-fifth mill tax which yields annually about \$7,000.

(2) From the United States, under act of 1890, for year 1892, \$17,000. This sum is to be increased annually by the sum of \$1,000 until the annual appropriation reaches \$25,000.

(3) From the United States, under act of 1887 for support of agricultural experiment station, annually \$15,000.

(4) From entrance fees and products sold from the farm, an uncertain sum.

The second and third sums are appropriated for specific purposes and can not be used "for the purchase, repair, erection or preservation of any building," except 5 per cent annually of the \$15,000.

The theory of the Government is that the State or Territory must furnish the educational plant, if the United States furnishes these endowments. This seems reasonable and just.

The great need of this college is more buildings. Buildings are needed for carpenter and blacksmith shops, and a foundry for the me-

chanical department; for a suitable chemical laboratory and for a boarding hall.

The insane asylum is a beautiful building on the avenue leading from Las Vegas to the Hot Springs. Its history and present condition may be stated as follows:

The board of directors organized January 31, 1890, the directors then being Hon. L. Bradford Prince, *ex officio* member, William A. Vincent, Lorenzo Lopez, Russell Marcy, Joseph B. Watrous, and Benigno Romero, electing Hon. William A. Vincent, president; Hon. Lorenzo Lopez, vice-president, and Don Benigno Romero, secretary and treasurer. Subsequently Mr. Watrous resigned and Carl W. Wildenstein took his place April 13, 1891; Judge Vincent resigned and Hon. E. V. Long took his place June 20, 1891; Mr. Marcy left the Territory and Dr. Emmett C. Chapman succeeded him July 18, 1892.

Owing to the lack of means with which to build the directors could do little during 1890 except to inform themselves as far as possible of the methods employed in other institutions. Early in 1891 the legislature authorized the issue of \$25,000 of Territorial bonds, the proceeds of which were to be used towards the construction of the asylum, and the board then advertised for plans and specifications. Sixteen plans were submitted by various architects, and after careful consideration the plans submitted by Messrs. Kirchner & Kirchner, architects of Denver and St. Louis, were, on April 13, 1891, adopted by the directors, and at the same meeting it was determined to advertise for bids for the construction of the building.

Messrs. Hill & Cavanaugh being the lowest bidders, the contract was awarded to them, and by slight change in material the cost was reduced to \$34,250. The contractors proceeded with reasonable expedition, and on March 1, 1892, delivered the building to the directors, fully completed.

The board selected C. C. Gordon, M. D., of Las Vegas, medical superintendent, April 11, 1892, and after consulting with him, it was deemed advisable to make further provisions for the violent insane, and accordingly six additional cells have been constructed, which are now completed, to provide for such patients. The total cost of these cells is \$490. They are secure, well ventilated, and comfortable.

The building is four stories high, including basement, is constructed of native white sandstone and trimmed with red stone of the same quality, with tin roof, and one large and two small towers. It contains fifty-seven rooms, including two large sun rooms, and is sufficient to accommodate one hundred patients. The board adopted the cottage plan of construction, and the building completed is one of a series which may, as public need requires, be erected. The grounds are well and securely fenced. The legislative assembly of 1889 provided that the asylum should be constructed on grounds to be conveyed to the Territory by Benigno Romero, and accordingly Mr. Romero selected and conveyed a tract of 5 acres about 1 mile from Las Vegas, on the boulevard leading to the Hot Springs, on which grounds the building is constructed.

Since the completion of the building the board has purchased all necessary furniture, and has increased the water supply and the facilities for extinguishing fire. It is proposed to open the asylum on November 1, and it could have been opened as early as August 1 but for the absence of funds with which to conduct it.

The total amount of money received has been \$42,150, being \$25,244 from proceeds of bonds and \$16,906 from taxes. The total cost of the

building, fencing, well, etc., has been \$38,378, and of furniture \$1,572. The asylum is insured for \$27,000.

The school for the deaf and dumb at Santa Fe, while in its infancy, has become a gratifying success under the charge of Mr. Lars M. Larson, himself a deaf mute. During the year 8 pupils were boarded and instructed at the school, and one graduated after passing the whole course of study. Mr. Larson reported that there are 35 deaf and dumb children in the Territory and 30 blind ones, so that increased accommodations will have to be provided by the next legislature.

PENITENTIARY.

The Territorial penitentiary at Santa Fe was never in better condition than at present. The board of commissioners consists of J. W. Dwyer, chairman; N. B. Laughlin, secretary; Thomas D. Burns, Justo R. Armijo, Ambrosio Pino, J. R. De Mier, and A. L. Branch. During the year Messrs. Burns and De Mier resigned, and Thomas McQuiston and Howard H. Betts were appointed in their places. Col. J. F. Chavez resigned as superintendent on November 2, 1891, and J. R. De Mier was elected to his place May 2, 1892. During the interim Col. E. H. Bergman was acting superintendent.

Prisoners July 1, 1891	143
Received to July 1, 1892	85
	228
Discharged during the year	84
Escaped during the year	6
Died during the year	1
	91
Total number	137
United States prisoners:	
Number July 1, 1891	21
Received to July 1, 1892	28
	49
Discharged during the year	33
Total, July 1, 1892	16

Superintendent De Mier says:

Since I took charge I have been ably assisted by Mr. P. J. Barber, who has been connected with the prison for five years, filling all positions from guard to his present position as assistant superintendent. With my experience gained as an officer in the southern Illinois penitentiary and Mr. Barber's long experience here, I can truly say we have a model institution. The buildings are being put in thorough repair; the yard around the boiler house is being turned into lawn, and will be planted with shrubbery this fall. We will this month begin the erection of a brick wall 20 feet high around the grounds, and lumber is ordered for the erection of a large two-story brick building, which we hope to have completed by January 1, if the weather permits. The inmates are well fed and clothed. No sickness prevails, except in one or two chronic cases. The discipline is good, and, with a good, efficient set of officers, everything moves in perfect unison.

PUBLIC BUILDINGS.

The penitentiary, agricultural college, university, school of mines, and insane asylum have been referred to under appropriate heads. The palace is used substantially as reported last year; the governor's ancient reception room, and the historical rooms being visited by hundreds of

tourists. It is certainly the most interesting, as it is the most historic, public building in the United States.

On the evening of May 12 a great calamity occurred in the burning of the capitol building. It was discovered at about 8 o'clock, when a small flame was seen in one of the domes, and shortly afterward a similar fire appeared in the other dome. Subsequent investigation showed that it was undoubtedly the work of an incendiary, as the two points at which the flames first appeared were separated by a substantial brick partition. Owing to an entire lack of water pressure on the capitol grounds, although the service was excellent in other parts of the city, it was impossible even to retard the progress of the flames, and in a short time the combustible portion of the building was destroyed. Most of the furniture and all of the documents, archives, etc., were saved.

The building was one of great beauty as well as utility. It would be difficult to suggest any respect in which it could be improved, and its decoration was in exquisite taste, both within and without. The loss is a sad one, especially as the commission in charge, for want of funds, had not secured insurance. Nothing has yet been done as to its restoration, as an appropriation will be necessary; but the grounds, with their beautiful stone fences and shade trees, are uninjured, and the foundation of the building is intact; and these, together with the large amount of stone and other material procured from the ruins, will tend to lessen the cost of the restoration to a very considerable extent.

MILITARY POSTS.

In my last report I referred to the withdrawal of troops from Fort Union and Fort Marcy (Santa Fe), and urged their restoration to the latter post. The reasons making this almost necessary, from a civil point of view, appeared to me very strong. After stating the facts and urging some action on the subject by letter, I proceeded to Washington to lay the facts before the proper authorities, and the result was the reoccupation of the post, by order of the President, in December last. I can not properly speak of this subject without expressing the obligations of our people to the President and the Secretary of the Interior for their ready appreciation of the necessities of the situation and their prompt action in bringing about the return of the troops at a time when the highest military authorities were opposed to it from an army standpoint. Since that time the position of Secretary of War has been filled by a gentleman very familiar with New Mexico and her needs, who is disposed to increase the force at this post rather than to reduce it.

The other posts—at Fort Wingate, Fort Bayard, and Fort Stanton—remain practically unchanged from their condition a year ago.

RAILROADS.

No completed railroad has been added during this year to the mileage reported in 1891. The total length then existing was 1,445.45 miles. The Atchison, Topeka and Santa Fe Railroad is building an extensive system of short roads into the coal region south of Cerrillos, the junction with the main line being at Waldo Station. These will aggregate more than 70 miles in length when completed.

The railroad described in my last report, which is to be erected southerly from Deming into Mexico, has not yet been constructed, the work having been delayed by differences among the capitalists interested.

The contemplated extension of the Santa Fe Southern Railroad from Santa Fe to Cerrillos has also been postponed to a more "convenient season."

The two projects which are attracting most attention at present are the Denver and El Paso Short Line and a road from Durango through San Juan County, in a southeasterly direction, to connect with the Atchison, Topeka and Santa Fe Railroad at Albuquerque, Bernalillo, or Algodones. The latter is essential to the advancement of San Juan County, whose products require an outlet, and will open a very interesting country in the vicinity of Jemez.

The most important enterprise awaiting realization is officially known as the Denver and El Paso Independent Railroad.

Under the above name a company was organized recently in Denver, under the laws of Colorado, with main offices in that city, to build a standard-gauge railroad from Trinidad, Colo., via Las Vegas and White Oaks, to El Paso, Tex., with branches and with telegraph and telephone lines. They have completed a thorough preliminary survey to White Oaks, with all maps and profiles and estimates of cost of construction and equipment.

According to a recent report, the language of which I quote, it is designed among other things—

To connect the whole Colorado and Rocky Mountain system of roads with Texas and Old Mexico lines at El Paso, beginning at Trinidad, by the shortest and cheapest line to build and operate and maintain that can ever be located and built through New Mexico.

To own and operate on a large scale, by the organization of a fuel company in connection with the railroad company, coal mines for the supply of the rapidly increasing demand for coke and coal in Texas and Old Mexico.

The line runs over a pass in the Raton Range that affords us a much lower grade than that of the Santa Fe road, and without a tunnel, from Trinidad to El Paso, while the Santa Fe has a 2,000-foot tunnel in the Raton Mountains over that range.

The line is unusually direct, and especially so for a mountain country. It runs parallel to the ranges, and as it runs very near their base it will always command the traffic of the mountains and the valleys, and these localities furnish nine-tenths of the business, the coal, the timber, farming, and the water supply.

The survey made by Col. McCricket shows the distance between Trinidad to Las Vegas to be 154 miles, with suggested changes reducing the distance to 147 miles. The average cost per mile for roadway is estimated at \$13,066.

Mr. Horace Ropes made the survey from Las Vegas to a point 6 miles south of White Oaks, which carries the line out of the mountains into open ground. His latest estimate shows an average cost per mile for roadway and equipment in A 1 style to be \$16,000 and the distance 167 miles.

The distance from White Oaks to El Paso as previously surveyed is 144 miles, over a very easy and inexpensive line. The road will pass through great coal beds on the Maxwell Grant and near White Oaks and immense tracts of timber in Mora and Lincoln counties.

There are extensive marble beds of various kinds on the line and within easy handling distance in the White Oaks country. Situated almost immediately on the surveyed line are white and black marble beds, and near Tularosa, which is on the line some distance below White Oaks, are beautiful oölitic marbles, and, I might add, valuable red granite ledges. There is also a large ledge of a beautiful blue and white mottled marble in the vicinity of Nogal.

The immense "dunes" or banks of gypsum, covering an area of 300 square miles at least, and 30 to 40 feet high above general level, lie directly along the line of the road. These banks are in finely comminuted state, pure and cheap to handle, and could be loaded on cars by steam, for \$2 per car.

The great soda beds are in close proximity to the line in the vicinity of Tularosa. They are 4 miles long and a mile wide.

In addition to these resources the country to be opened is rich in gold and silver, lead, copper, and iron and the road would pass a vast

section covered with cattle ranches. The Taos and Pecos valleys will be reached, and altogether it may truly be said that few if any unoccupied portions of country can be found containing so many elements of profit to a railroad.

EDUCATION.

PUBLIC SCHOOLS.

The progress of public education during the past year is extremely gratifying and has exceeded the most sanguine hopes.

The new laws of the last legislature only became operative in a practical way during the past school year, but everywhere there is a great advance in all respects. Scores of schoolhouses are being built, many being beautiful buildings of stone or brick. The grade of teachers has been elevated in all quarters. Financial responsibility is being enforced, so that the people have the full benefit of the taxes they pay.

The statistics which are appended do not represent this general improvement to any fair extent, as they were made up on October 1, 1891, when the schools had not yet been organized in many places. So far as they go, however, they are much more accurate than those previously reported.

The following extracts from the report of Hon. Amado Chaves, superintendent of public instruction, made December, 1891, will give some idea of the condition of educational affairs; but great advances have been made since that time:

The last legislative assembly of the Territory passed a law establishing a common-school system and creating the office of superintendent of public instruction. This law was approved on the 12th day of February, 1891, and went into effect immediately thereafter. By the provisions of this law a Territorial board of education was created, consisting of the governor of the Territory, the superintendent of public instruction, the presidents of the university, of the agricultural college, and of St. Michael College. Prior to that time there had been no system to govern our common schools, if common schools we had, and the money collected for school purposes was simply used in various ways, in most of the counties, without being of any benefit to the children throughout the Territory. It is now very gratifying indeed to me to be able to report that a change for the better is already apparent. The law has not been in operation long enough to show its effects fully, but great progress is being made in every one of the counties. A number of new and substantial schoolhouses have been erected, better teachers have been employed, and the adoption of a uniform series of books has improved the work, also reducing the expenses considerably. In several of the counties, bonds have been issued and sold for the erection of new schoolhouses.

No opposition has been encountered in any part of the Territory in the matter of introducing English-speaking teachers in districts where heretofore Spanish alone had been taught. In this connection, I have to say that it is very pleasing to me to be able to state from personal observation that the greatest interest is being shown, in the Spanish-speaking counties, in behalf of the new law, which requires that the English language shall be taught in all the common schools of the Territory.

Under the provisions of the present law no person can teach in this Territory without being in lawful possession of a proper certificate. Such a certificate is issued only to persons who have passed a satisfactory examination before a board of examiners composed of the county superintendent and of two leading citizens of each county, selected and appointed by the district judge. The result of this provision has been that every one of the common schools of this Territory is now taught by a competent teacher well versed in the English language and in many cases in both English and Spanish.

The progress that is being made by the native children is satisfactory in the highest degree, and it is apparent that before many more years there will be no longer a necessity for interpreters in our courts or legislatures. Educational interest is on the increase in all parts of the Territory and, by improving the advantages which the new law gives us, a good business education is within the reach of all classes, the rich and the poor alike.

The following table is compiled from the reports of county superintendents made October 1, 1891:

County.	Number of school districts.	Teachers.			Enrollment.			Average daily attendance.		
		Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
Bernalillo.....	47	19	17	36	1,034	591	1,625	784	293	1,077
Chaves.....	4	3	1	4	165	174	339	103	95	198
Colfax.....	39	22	19	41	684	530	1,214	504	350	854
Donna Ana.....	31	9	9	18	331	253	584	174	118	292
Eddy.....	9	2	7	9	200	137	337	180	147	327
Grant.....	24	9	26	35	295	249	544	214	93	307
Lincoln.....	39	15	20	35	422	387	809	261	300	561
Mora.....	44	30	14	44	1,554	712	2,266	1,100	534	1,634
Rio Arriba.....	38	36	.....	36	1,372	364	1,736	533	349	882
San Juan.....	20	8	10	18	262	173	435	188	122	310
San Miguel.....	89	60	29	89	4,225	3,481	7,706	2,437	1,720	4,157
Santa Fe.....	23	6	3	9	236	132	368	154	112	266
Sierra.....	11	9	7	16	323	230	553	164	113	277
Socorro.....	47	29	13	42	1,051	673	1,724	621	393	1,014
Taos.....	21	26	2	28	760	219	979	559	381	940
Valencia.....	37	25	2	27	1,097	263	1,360	1,086	253	1,339
Total.....	523	308	179	487	14,011	8,588	22,599	9,062	5,373	14,435

PRIVATE SCHOOLS.

There is little change among these schools during the year. As a rule they are supported by religious denominations or societies.

The most notable exception is the Goss Military Institute, at Roswell, conducted by Col. Robert S. Goss. This is a boarding school for boys, and, though located at a point 75 miles from any railroad, yet by its excellence it has been able to draw students from long distances. It is successful even beyond the expectations of its founders.

The Christian Brothers (Roman Catholic) continue to carry on their institutions at Santa Fe, Las Vegas, and Bernalillo. St. Michael's College, at Santa Fe, deserves special mention, as it was the pioneer educational institution of high grade in the Territory, having been established in 1859. It is entirely self-supporting and new buildings have been added from time to time as the increase in students required. It is under the official charge of Brother Botulph, who is also a member of the Territorial board of public instruction. Its curriculum embraces the usual preparatory and commercial branches, as well as French, Spanish, German, drawing, typewriting, phonography, telegraphy, chemistry, assaying, and instrumental music. This college is frequented by students not only from the Territory, but also from the adjoining States and Territories and from the Republic of Mexico. It possesses a valuable mineral cabinet, containing specimens from nearly every mine of importance in the Territory, a complete chemical laboratory, and a well-known assay department.

The La Salle Institute, at Las Vegas, has about 100 scholars, and the Bernalillo school, 135.

The Sisters of Loretto conduct the following schools:

Place.	Teach-ers.	Boys.	Girls.
Santa Fe.....	10	.....	310
Taos.....	4	15	40
Mora.....	4	80	45
Las Vegas.....	6	.....	130
Bernalillo.....	5	.....	60
Socorro.....	5	170	160
La Cruces.....	5	50	70

At the Bernalillo school there is also a contract school for Indian girls, at which 80 are being educated.

The Sisters of Charity carry on the following institutions:

	Pupils.
Albuquerque (new).....	150
Albuquerque (old).....	125
San Miguel.....	125

The Sisters of Mercy have the following:

	Pupils.
Los Alamos, about.....	80
Silver City, about.....	100
Mesilla, about.....	100

The following is the report of the schools carried on by the Presbyterian Board of Home Missions:

CLASS 1.—*Day schools for Mexican children.*

Name of school.	Teach-ers.	Pupils.	Estab-lished.	Value of prop-erty.
Las Cruces.....	2	60	1878	\$1,000
Pajarito.....	1	50	1884	1,800
Coralles.....	1	30	1878	1,800
Jemes Hot Springs.....	1	24	1881	2,000
Santa Fe.....	1	60	1867	1,000
Capulin.....	1	25	1887	2,000
Chaperito.....	1	30	1889	1,000
Raton.....	2	50	1887	1,100
Glorieta.....	1	20	1881	200
Buena Vista.....	1	30	1888	300
Rociada.....	1	20	1887	275
Ocate.....	2	35	1881	1,000
El Rito.....	1	30	1883	1,000
Agua de Lobo.....	1	20	1889	250
Prado de Taos.....	2	60	1883	300
Fernandez de Taos.....	2	65	1873	2,000
Ranchos de Taos.....	2	60	1881	2,000
Arroyo Seco.....	1	15	1889	250
Peñasco.....	1	25	1887	250
Embudo.....	1	30	1887	250
Peña Blanca.....	1	40	1891	100
Las Valles.....	1	30	1891	500

CLASS 2.—*Boarding schools for Mexican children.*

Santa Fe.....	6	75	1883	\$20,000
Las Vegas.....	5	70	1881	19,000

CLASS 3.—*Day schools for Indian children.*

Isleta.....	2	25	1882	\$275
Zuñi.....	2	30	1887	1,600
Laguna.....	2	45	1876	500
Jemes.....	2	35	1877	2,000

The following are the Methodist mission schools:

Tiptonville	45	Peralta	35
La Joya	25	Socorro	20
Escondido	25	El Ranchito	25
Cerro	28	Albuquerque College	00
Albuquerque girls' schools	20	Old Albuquerque	30
Las Vegas	35	Dulce	23

The Rev. Thomas Harwood, superintendent, adds as follows:

The public schools at several places, under the nonsectarian school law, are doing so well, and teachers so competent, that we thought it best not to weaken the public schools by opening a mission school. This was the case at Taos, Donna Ana, and a few other places.

The New West Educational Commission, which has done a great work in New Mexico, reports the following institutions:

	Teach- ers.	Pupils.
<i>Academies.</i>		
Albuquerque	4	107
Las Vegas	8	202
<i>Tuition schools.</i>		
Santa Fe	4	96
<i>Free schools.</i>		
Barelas	2	95
Atrisco	1	26
San Rafael	1	35
Upper Vegas	1	40

The free schools were attended wholly by Mexicans.

The Southern Methodists continue to carry on the seminary at Las Vegas with good success. This institution had the misfortune of a visitation by fire, but it has kept on its course with unabated energy.

INDIANS.

There is little that is new on this subject, and I may refer to my previous reports which have stated the general conditions with substantial accuracy.

PUEBLOS.

There is no change, worthy of mention, among these industrious and interesting people. I have visited a number of the villages during the year and am personally familiar with 18 of the 19 pueblos in New Mexico. Some friction has arisen in Cochiti and San Yldefonso between ancient customs and modern ideas, and some very difficult questions have arisen between individual rights and communal authority. Such questions will be more likely to increase than to decrease as the years go by, and the Pueblos should be supplied with the best counsel to meet such cases. Their local government is probably as perfect as any that exists in the world. While its methods would be impracticable in large communities, they are admirably adapted to the circumstances of these people. This system has come down from time immemorial and has been perfected by the experience of ages. But now it sometimes comes into rough conflict with the laws established by the Territorial authority. By custom each pueblo is permitted to elect its officers and govern itself, as it has done for centuries past, but by law it is simply a part of some precinct and under the jurisdiction of

the local justice of the peace, in whose election the Indians take no part. It is a very rare thing for a Pueblo Indian to defy the authorities of his people and appeal to the alien justice of the peace, but he always has the legal right so to do, and in such a case much friction and difficulty naturally occurs. To smooth over such cases requires great tact and good judgment. All that the Pueblos really require of an agent is counsel and advice; but they need that very frequently, and for that reason their agent should always be accessible. This is impossible under the present arrangement. It is therefore very necessary that their agency should be separated from any other. I will recur to this subject again shortly.

Mr. J. H. Robertson, the Pueblo and Jicarilla agent, makes the following statement under date of August 22, 1892:

These people are certainly improving their condition in every respect, and with the present efficient school system their progress in educational matters is very noticeable. There has been a considerable amount of new ground broken this season and planted in different kinds of grain. They are increasing their herds in a very satisfactory manner. Their health has been good for the last year, and in my opinion the Pueblo Indians have increased in numbers, no epidemic appearing among them during the past year.

The attendance of their children at school during the last ten months has been very satisfactory indeed; in a great many instances the older people and parents are beginning to realize that education is their only safeguard. It is contemplated by the Government to open more schools among these people in the near future.

NAVAJOES.

There is nothing to be added to previous reports as to these Indians. The same complaints are constantly made as to the number of the tribe who live outside of their reservation, and there seems to be no doubt of the facts. It is to be hoped that the reckless men, who have several times jeopardized the lives and property of the whole surrounding community by illegally entering the reservation in search of fabulous mines, will now be satisfied by the report of the commission appointed by the President to investigate into the mineral character of that region, and will desist from further intrusion.

APACHES.

The Mescaleros are unaltered in their condition. The recent change of agent at their reservation has prevented me from obtaining any statistics, but they would not differ materially from those heretofore presented.

As to the Jicarillas, an important question arises. In my last report I said:

The Jicarilla Apaches have been connected with the Southern Ute Agency for some years, and as this arrangement had unsatisfactory results those specially interested in their welfare were anxious that that connection should cease, and that they should be united with the Pueblo Agency. This change was made on July 1, but it is now apparent that the only satisfactory arrangement possible is to give them a separate agency. The Pueblo Agency can not be removed from Santa Fé, but the pecuniary responsibility of the agent is almost entirely in connection with the Apache Agency at Dulce. The Jicarillas number 721, and are therefore better entitled by their numbers to an agent of their own than the Mescaleros, who number but 462. Concurring in what seems now to be a universal opinion among all conversant with the subject, I recommend that the Jicarilla Apache Agency be made independent, with an agent of its own.

Time has only strengthened this opinion. The pecuniary responsibility of the agent is with the Jicarillas, at Dulce. There is a considerable building in progress, rations and goods are distributed, and the

agent should be present to secure himself from loss and responsibility. But the Pueblos ought not to be neglected. Their officials are constantly coming to Santa Fe for advice in view of the new order of things surrounding them. They need wise counsel. While they were self-reliant, as well as excellently governed, when first seen by European eyes, long years of subjection have had the effect of making them depend largely on the advice of white officials. The custom of our own Government has been to treat them as wards and has thus continued this feeling of dependence. Their agent should always be accessible at the capital to give the needed counsel and advice. This can only be done by having one agent for the Jicarillas and another for the Pueblos.

There is no difference of opinion on this subject among those interested in the subject here, and there can not be in the minds of any who investigate it. The small additional expense is not worthy of a thought when we consider the dangers and difficulties that may arise from a continuance of the present system. I earnestly recommend that the proposed reform be adopted without delay, and a separate agency be established for the Jicarilla Apaches.

INDIAN SCHOOLS.

There are two Government Indian schools: Fisk Institute, at Albuquerque, and Dawes Institute, at Santa Fe.

Regarding the former, Superintendent Creager furnishes the following report:

The enrollment by grades is as follows:

Highest grade	50
Intermediate grade	58
Second primary grade.....	59
First primary.....	147
Total	314

Although we work at a great disadvantage in small, crowded rooms, yet the school made very rapid advancement in all the grades. It is really surprising to note the improvement made by these Indian boys and girls. They write letters that are composed and written better than some letters I have received from teachers who apply for positions in the school. They are good not only in school, but also in the industries. Among the boys of this school are to be found skilled carpenters, shoemakers, harnessmakers, tailors, painters, and farmers.

No year in the history of this school, or probably any other Indian school, can show more evidences of material progress made than has been made this year in this school.

When you were here at the dedication of our new school building you saw some of the results of the labor of the boys of this school. You may well be proud of the results of this school, for it certainly speaks well for your Territory. In reference to the trades it stands second to none in the service.

The carpenter, with the boys detailed to him, has done the carpentry work on the new quarters for the girls, and also that of the new school building, besides all the repairing about the buildings.

The shoeshop boys have made 800 pairs of shoes and repaired 800 during the year.

The harness-shop boys made 38 sets of harness, 105 bridles, 180 halters, besides the repairing.

The tailor-shop boys made 214 pantaloons, 156 coats, 187 vests, and 299 pairs of drawers.

The boys and girls have been trained to manipulate successfully the steam laundry; they manage the engine and all the machinery necessary to run a complete steam-laundry plant.

As to Dawes Institute, Superintendent Cart says:

This school was opened for the reception of pupils on the 15th of November, 1890. The number has increased from 9 children to an attendance of 175.

Since the school opened several new buildings have been erected, including a bakery, laundry, and workshops, etc.

During the past year the trades of shoemaking, tailoring, and carpentering have been successfully carried on; a sewing room was started when the school opened; a steam laundry is in successful operation. The industries of brick-making, harness-making, and blacksmithing have been authorized and will be established in the near future.

With a hospital, storerooms, and sufficient school room, the capacity of the school may be increased to 300.

The school has been attended by children from the Pueblos, Jicarilla Apaches, San Carlos Apaches, and Navajoes.

There are a large number of contract schools carried on by religious bodies and institutions, who receive a stated sum per annum from the United States for each scholar. Part of these are boarding schools and part day schools.

The Roman Catholics have charge of the following: St. Catharine's boarding school, at Santa Fe, with about 100 pupils; boarding school at Bernalillo, for girls, 80 pupils, and the following day schools in the pueblos themselves:

	Pupils.
Taos.....	35
San Juan.....	40
Santo Domingo.....	30
Jemes.....	42
Acoma.....	30
Laguna.....	25
Isleta.....	20

They also carry on two schools without Government aid, one in the pueblo of San Felipe, with 40 pupils, and another at Cochiti, with 25.

The Ramona school, at Santa Fe, is under the auspices of the University of New Mexico (a corporation existing long before the Territorial institution of the same name). Prof. Elmore Chase, superintendent, reports as follows:

The past year has been one of the most successful in its history. The school was made one year ago a school for the Pueblo Indian girls, and this seems to have met with great favor with the parents. The better class of Indians prefer a more select companionship for their girls than is to be found in the Government schools, where less than one-third of the pupils are girls. Some families desire the brothers to attend with the sisters, and in special cases this is admitted. The average for the school year has been over 49, the contract number being 50.

Farming to a considerable extent has been added to the boys' industrial training. In this work the school has very good facilities and a promise of very excellent work for the coming year. With the irrigation privileges now in progress the school will raise most of its feed for the stock. Aside from the working team the school will keep cows and poultry, and instruct the boys and girls in their care. Raising and curing alfalfa has been an important work, and already some 15 tons have been put into stack.

I believe that farming for boys who are to live in New Mexico is the most important work that can be given them. They take to it readily. Gardening is another very useful industry. In most pueblos chickens can be kept, and that industry will give the families money. The school has done a little in this line and has made arrangements for better opportunities.

The results of making this a school for girls have been most gratifying. The school greatly needs additional buildings to meet the demands of the Indians.

I must again call your attention to the working of the Jicarilla and Pueblo Agency as now conducted.

It has been impossible for the agent to attend to the duties of the Jicarilla Apaches and attend to the office work of the Pueblos. Only once during the fiscal year has this school been able to get its vouchers and papers signed so as to get its money on time. At other times it has been compelled to wait as long as thirty days or more. If the Department will not make the Jicarilla an independent agency there seems to be but one way to conduct these two agencies. The agent should live with the Apaches. They have had the land given to them in sev-

erally much too soon, but if the agent should give all his time to these Indians and hold them to their farms he can hasten the day when they will cease to wander from the reservation.

The Pueblo Indians can be much more satisfactorily managed by a good clerk and interpreter, who may either report to the agent or, better, to the Indian Office. Or, what would be better, put this agency under a special agent. The work among the Pueblos can mainly be done in the office. They need a little encouragement in farming and raising vegetables, and seeds and tools should be supplied.

STATEHOOD.

In my former reports I have insisted that New Mexico was entitled to immediate admission as a State and have briefly chronicled the steps being taken in that direction.

At the opening of the last session of Congress, in December, 1891, Hon. Antonio Joseph, our delegate, introduced an enabling act, which was generally satisfactory in its provisions. This passed the House of Representatives on June 6, 1892. On arriving in the Senate it was referred to the Committee on Territories and remained in that committee almost to the end of the session. Finally it was reported to the Senate, but with a number of amendments which we considered illiberal and unfair. At the time of the report assurances were made that the bill should be considered and acted on very promptly on the reassembling of Congress next December.

While the bill was in the Senate committee, I addressed a letter to Hon. O. H. Platt, chairman of the committee, briefly stating the arguments in favor of immediate admission. This letter is inserted here as being a concise statement of the facts involved and the views of our people on the subject:

EXECUTIVE OFFICE,
Santa Fe, June 25, 1892.

Hon. O. H. PLATT,

Chairman Committee on Territories, United States Senate:

DEAR SIR: On June 6, 1892, House bill No. 7136, being "An act to enable the people of New Mexico to form a constitution and State government," passed the House of Representatives, and on being received in the Senate was referred to your committee.

This is a matter of the most vital importance to the people of this Territory, and I therefore take the liberty of addressing you on the subject and submitting, as briefly as possible, some of the considerations which seem to me to render a longer continuance of territorial government in New Mexico improper and in violation of the rights of our people as American citizens.

RIGHT OF SELF-GOVERNMENT.

Self-government is an inherent right of American citizenship; in fact it is inseparable from the fundamental principles of republican institutions. The right to a representative voice in the legislative body which enacts the laws which he is to obey and imposes the taxes which he is obliged to pay is one dear to every American, and the right to take part in the selection of the national Chief Magistrate and of the local governor and similar officials is likewise one of which he will not willingly be deprived.

These principles of self-government are so fundamental in our institutions that no citizen should be deprived of the right except under such peculiar circumstances as render its exercise impossible or dangerous. When a population is so sparse that it is not able to support a local government or that elections are impracticable, one of these exceptional cases occurs and such a population has to be ruled in some other way and is deprived temporarily of its right to self-government; but the moment the peculiar conditions are removed the disability should vanish with it and the citizen should regain his inherent right.

To apply this practically, while in a section of country the people are so few or so poor as to make self-government impossible, they can be temporarily organized under a territorial government, in order to protect life and property; but the moment they are able to become self-governing they are entitled to that right. A territorial condition is an exceptional one, only intended as a temporary expedient, and is in derogation of the civil rights of all the citizens affected thereby; and, as the normal condition of an American citizen is one of self-government, the burden of proof is upon those who desire to continue the abnormal form, and not upon those who insist on the organization of a State.

We submit that no circumstance now exists in relation to the people of New Mexico which justifies their being longer deprived of their full rights under a State government. If one of them moves into Colorado or into Texas, he is immediately invested with the full rights of American citizenship; if he moves back, he loses them. This is improper and absurd. He is no more intelligent or honest or patriotic because he has crossed an imaginary line, nor does he lose any good qualities when he recrosses it.

Lack of sufficient numbers, or property, or intelligence might cause from necessity a temporary suspension of full civil rights to the inhabitants of a district of country, but I will endeavor to show, briefly but plainly, that neither of such conditions exists in New Mexico at present.

SPECIAL OBLIGATIONS.

Apart from the obligation which the nation owes to each of its citizens to secure to him the right of self-government, except where special exigencies prevent, specific promises were made to the people of New Mexico at the time of its acquisition, which have hitherto been disregarded. When Gen. Kearney made his peaceful entry into Santa Fe, he issued a formal proclamation on August 22, 1846, assuming the government of the entire Territory, and containing this statement: "It is the wish and intention of the United States to provide for New Mexico a free government, with the least possible delay, similar to those in the United States." The people were satisfied with the pacific sentiments of the American commander, relied on the promises of the proclamation, and offered no opposition to the occupation of the whole area of New Mexico. The treaty of Guadalupe Hidalgo, executed February 21, 1848, confirmed this promise.

ATTEMPTS TO OBTAIN STATEHOOD.

Relying on these pledges and anxious to possess all the rights of American citizenship, the people, early in 1850, held a convention, adopted a constitution, elected State officers, a legislature, and William S. Messervy as member of Congress. In July the legislature elected R. H. Weightman and F. C. Cunningham as Senators, and they, with the member of Congress, proceeded to Washington. While on the journey they were met by the intelligence of the passage, on September 9, of the famous "compromise measure," which admitted California as a State and relegated New Mexico to the condition of a territory.

From that time to the present, attempts to secure admission have constantly been made. The Territorial legislature has repeatedly memorialized Congress on the subject, the Delegates have introduced enabling acts, and the people have never rested contentedly under their deprivation of the rights of citizenship. Congress has not entirely failed to respond to these appeals. Both Houses of the Forty-third Congress passed an enabling act, the House by a vote of 160 to 54 and the Senate by 32 to 11. The bill was slightly amended in the Senate and failed because it was impossible at the end of the session (it passed the Senate February 24) to bring it up for concurrence in the House. In the succeeding Congress a similar bill passed the Senate by a vote of 35 to 15, was reported favorably in the House, but failed to be reached. If it was proper to admit New Mexico in 1874 or 1876, before it possessed a mile of railroad, a single public building, a developed mine, a matured orchard, or an alfalfa field, what reason can now be given for delay, when its population has greatly increased, its condition vastly improved, and its resources of all kinds are being developed into sources of wealth?

POPULATION.

In this respect the claim to statehood is indisputable. No Territory at the time of its admission, with the exception of Dakota, has contained the population now in New Mexico. By the census of 1890 it had 153,076 inhabitants, without counting the Indians on the reservations. The real population, as has been conclusively shown in public documents and is practically unquestioned, was between 180,000 and

185,000, the difficulty of full enumeration where the area is so vast and the population so scattered accounting for the difference. But, taking the census figures, the above statement as to other Territories is correct. The following table shows the date of the admission of each Territory, with its population according to the next preceding census. Of course, in some cases, there had been considerable growth between the census and the date of admission, but there is likewise an increase in New Mexico since 1890.

State.	Date of admission.	Population.	State.	Date of admission.	Population.
Tennessee	1796	35,691	California	1850	92,597
Ohio	1802	43,365	Minnesota	1858	6,077
Louisiana	1812	76,556	Oregon	1859	13,294
Indiana	1816	24,530	Kansas	1861	107,206
Mississippi	1817	*40,353	Nevada	1864	6,857
Illinois	1818	12,282	Nebraska	1867	28,841
Alabama	1819	(†)	Colorado	1876	39,864
Missouri	1821	66,557	North Dakota	1889	‡328,808
Arkansas	1836	30,388	South Dakota	1889	‡182,919
Michigan	1837	31,639	Washington	1889	75,116
Florida	1845	54,477	Montana	1889	39,159
Iowa	1846	43,112	Idaho	1890	84,385
Wisconsin	1848	30,945	Wyoming	1890	60,705

* Including Alabama.

† Included with Mississippi.

‡ By census of 1890. The population of both Dakotas in 1880 was 135,177.

The lesson drawn from this table becomes more marked when we remember that in many of the Territories mentioned a large fraction of the population was made up of slaves who were not citizens and had no vote and further that in nearly all of them the proportion of aliens was far greater than in New Mexico. Thus, in Missouri there were over 10,000 slaves; in Florida, over 25,000, and in Louisiana over 34,000. When these numbers are deducted, it reduces the self-governing population quite materially.

So it is evident that there is now no reason, on the score of lack of sufficient population, for depriving the people of New Mexico of the ordinary rights of citizens. On the contrary it has more population than Idaho and Wyoming combined, considerably more than Montana, nearly or quite four times as much as Nevada, and really 15,000 more than Delaware.

FINANCIAL STRENGTH.

The next question is whether the value of taxable property is sufficient to support a State government. If not, that might be a valid reason for longer delay. But we find that the assessed valuation of property in 1891 was \$45,329,563. This is much larger than that of many other Territories at the time of their admission. The valuation of the last two States, for example, was as follows: Idaho, \$28,000,000; Wyoming, \$31,000,000. The credit of New Mexico is excellent, notwithstanding the prejudice against Territorial securities in the financial centers. The only bonds issued during the last four years were \$25,000 for the completion of the insane asylum, and although there was some question as to their being in excess of the limit established by Congress, yet they sold for 105½. Since July, 1889, the Territory has been gradually redeeming and canceling its outstanding penitentiary bonds, to an amount between \$40,000 and \$50,000. These were bought at the lowest offers, after thorough advertising, and yet we have been compelled to pay from 107 to 117 per cent for them.

RESOURCES.

The resources of the Territory, as the foundation of its ability to sustain its own government permanently, are properly a matter for inquiry. And on this subject we may make the broad assertion that New Mexico is endowed with greater natural resources, and in greater variety, than any other State or Territory of the Union. This probably sounds extravagant, and may be considered as a specimen of Western hyperbole, but while it is a bold statement, it is made with an entire appreciation of its full significance, and is well considered and deliberate. Let me repeat it. No single State or Territory embraces within its borders the variety and extent of natural resources which exist in New Mexico. Only one approaches it, and that is California; and the possession of almost limitless beds of coal, both bituminous and anthracite, give New Mexico a superiority even over that favored State. If space

permitted it would be easy to show the truth of this general statement. As it is, I must refer to more extended documents, which will be supplied with pleasure, for the particulars.

PUBLIC PROPERTY.

No Territory has ever erected so many public buildings, or possessed so much public property as New Mexico. Without the slightest aid from the National Government, it has built a most beautiful capitol, a substantial penitentiary, and more recently an insane asylum, university, agricultural college, and school of mines. All these latter structures are more than creditable, they are sources of pride and gratification; and they are paid for from taxation without the incurring of any indebtedness, except the sum of \$25,000 to complete the insane asylum. In nearly every Western State the institutions of a similar character have been erected wholly or in part by grants of land made at the time of their admission, but New Mexico has not waited for such assistance. In addition to the above, more than half of our counties have erected commodious and elegant court-houses of stone or brick within the past ten years.

It seems strange that with all these facts in her favor, New Mexico should have been so long deprived of statehood. It would be foolish to ignore the fact that there has existed in the Eastern mind a prejudice against her on account of the supposed

CHARACTER OF THE POPULATION.

By many the people are looked upon as foreign and not in harmony with American institutions. It is strange that this objection should arise in a land which absorbs half a million of foreigners every year, and which manages to assimilate the very worst elements of continental Europe. It should be remembered that New Mexico was acquired in 1846, that all of its inhabitants except the oldest were born on American soil, and that its people belonged to a sister republic with institutions similar to ours, and so needed no new education in free government. For almost half a century they have been electing their legislatures, making their laws, and carrying on their local government under the American system.

The people have shown themselves as loyal as any in the nation. During the rebellion out of her total population of 93,567 she sent 6,561 into the army. Her volunteers fought at Valverde, Peralta, and on other fields; and at Glorieta, together with their comrades of Colorado, defeated the enemy and turned back the column which was advancing northerly from Texas with the intention of cutting off the Pacific Slope from the remainder of the country. The value of that service to the Union cause can scarcely be overestimated. The total number of volunteers from the Territories now composing the six new States of North Dakota, South Dakota, Washington, Montana, Idaho, and Wyoming was 1,170. Colorado sent but 4,903, and Nebraska, Oregon, and Nevada, taken together, did not contribute but 6,047, being 500 less than New Mexico alone.

If we look at the foreign element in the population we will find it smaller in New Mexico than anywhere in the country except in certain Southern States. A comparison with Territories recently admitted is instructive in this regard. The figures are those of the census of 1880, which are the latest on this point.

New Mexico contained 7,219 foreign-born inhabitants to 100,000 native-born, or 7 to 100.

Washington had 26 foreign to 100 native.

Wyoming had 39 foreign to 100 native.

Montana had 41 foreign to 100 native.

Idaho had 44 foreign to 100 native.

Dakota had 62 foreign to 100 native.

Even in the older States, New York and Michigan had 31 to 100; Massachusetts, 33; Rhode Island, 36; Wisconsin, 44; California, 51, and Minnesota, 52. So that New Mexico looms up as a specially native American community.

But to the uninformed the large number of voters of Spanish descent is looked upon as a grave misfortune. There could not be a greater mistake. It is the possession of that conservative element in connection with the energetic and enterprising American from the East which gives New Mexico her special advantages as a self-governing community over most other Territories. Every one familiar with the far West knows that the principal danger in new communities arises from the unsettled and irresponsible character of much of the population.

They have energy, general intelligence, vigor, and enterprise, and we recognize them in those respects as good State-builders; but at the same time they have some characteristics not so desirable. One is that they are continually "on the move." The number of men through all that region with whom two years is a long residence in any one place is astonishing. The habit of moving is upon them, and they are always looking for some new place to which to migrate. Of course there are

many solid, substantial citizens; but this restless, nomadic population constitutes an element that is always active, aggressive, and noisy. They are eager for office, ready to vote for any amount of bonds and taxation, and to their irresponsible action is principally due the heavy indebtedness and not infrequent bankruptcy of so many Western cities and counties. They do the mischief and are gone before its effects are felt. The chief danger in a new community comes from this class of men and from the overenthusiasm of others who think that life in the new West is a continual boom, and many a State and Territory has suffered from it. But New Mexico runs no such risk. She has a solid, stable, responsible, and conservative element in her native population, which counteracts the danger. They are attached to the soil and have no thought of leaving. They are identified with the country, and naturally opposed to rash schemes which involve extravagant expense and debt. By themselves they might be too slow and nonprogressive, but mixed with the overzealous American, they form an admirable combination. It is this conservative element which makes New Mexico far more ready in many respects for safe self-government than most other Territories can hope to be for years.

Another objection which has been urged against us is that of

ILLITERACY.

Some years ago there may have been some force in this argument, but it is fast disappearing. In no respect has New Mexico been making such rapid progress as in public education. Even under the crude system which existed before the public school law of 1891, the number of children under instruction had increased in a ratio far in advance of the population. The late census developed the fact that while the population of the Territory increased 28 per cent during the decade from 1880 to 1890, the number of children enrolled in the schools increased 283 per cent, or ten times as rapidly. The crowning work of the last legislature was that relative to public education. Under its beneficent provisions the educational system is improving with great rapidity.

It should be remembered that all this has to be done by direct taxation, as we have no school fund whatever. We can not have any until we are admitted as a State. Should you deprive all of the States of their school funds a lamentable condition of affairs would result in many of them. With statehood comes the grants of land from the public domain for educational purposes. Being a Territory, we have no grants and no fund. It is not our fault, for we have been asking for these for years. If there is any fault about it, it is that of Congress, which has deprived us of this among many other rights that come with statehood. If the educational matter is to be weighed against us, it should be weighed in the direction of giving us statehood, which will increase our means for public education rather than in depriving us of it.

CONCLUSION.

In every respect in which she can control her own destiny, New Mexico is improving and advancing. Her population and wealth are increasing. Railroads are reaching every section. The products of agriculture and horticulture, of the sheep range and the mines, are all enlarged. Great systems of modern irrigation are multiplying her fruitful acreage. The incubus of the past, the uncertainty of land titles, is being removed by the new land court. Wholesome and beneficent legislation is adding to the general prosperity.

Thus in every way the tendency is upward and onward. The sole obstacle to rapid advancement is the continued Territorial condition. It is impossible to obtain money for needed development in a Territory. Eastern capitalists will not loan or invest, as they have an idea that there is no stability of government or security for property without statehood. To a certain extent immigration is also retarded. It is apt to be thought that a Territory is backward and nonprogressive. The admission of New Mexico into the Union will give a great impetus to its prosperity. Population will flow in with rapidity. The capital wanted for the development of our resources will be easily obtained. Rates of interest will be lowered. We will be relieved from certain Congressional statutes which now impede our progress. The people will feel that they are really American citizens, and not aliens or servants. All this will enkindle ambition, invigorate our energies, stimulate enterprise, and lead us on to a glorious future.

L. BRADFORD PRINCE,
Governor of New Mexico.

REPORT

OF

THE GOVERNOR OF UTAH.

TERRITORY OF UTAH,
Salt Lake City, October 1, 1892.

SIR: In compliance with your request of July 21, 1892, I have the honor to submit the following report of the progress and development of the Territory during the fiscal year ending June 30, 1892:

POPULATION.

Comparative statement of the population of Utah Territory by counties for the years 1890 and 1892.

County.	Census report, 1890.	Estimated population, 1892.	County.	Census report, 1890.	Estimated population, 1892.
Beaver	3,340	3,410	San Juan	365	400
Boxelder.....	7,642	7,805	Sanpete	13,146	14,500
Cache	15,509	16,515	Sevier	6,199	7,200
Davis	6,469	6,525	Summit.....	7,733	8,500
Emery	2,457	3,000	Tooele.....	3,700	4,000
Grand	541	600	Uintah	2,292	3,100
Iron	2,683	2,750	Utah	23,416	27,500
Juab	5,582	6,200	Wasatch	4,627	4,800
Kane	1,685	1,725	Washington.....	4,009	4,350
Millard	4,033	4,000	Wayne *.....	642	900
Morgan.....	1,780	1,850	Weber.....	23,005	27,500
Piute*.....	2,842	2,200			
Rich.....	1,527	1,600			
Salt Lake.....	58,457	63,000	Total	207,905	223,930

* Piute County was divided at the last session of the legislative assembly, the eastern portion being created into Wayne County.

The above estimate shows an increase of 16,025 since June 30, 1890

IMMIGRATION.

The foreign immigration seems to have fallen below the usual average of other years. The domestic immigration has not equaled that of the previous year; but there has been a steady growth in the commercial and mining centers, and railroad cities and towns.

Statement showing the assessed value of the property of the incorporated cities and towns of Utah Territory, and the indebtedness of same, for the years 1891 and 1892.

Incorporated cities and towns.	Assessed valuation of property.		Amount of indebtedness.	
	1891.	1892.	1891.	1892.
<i>Cities under special charter.</i>				
American Fork	\$300,000.00	\$325,000.00	\$2,400.00	\$2,500.00
Alpine City	50,000.00	40,000.00	100.00	300.00
Beaver	280,310.00	312,412.00	244.79	911.00
Brigham City	464,160.00	413,410.00	None	24,000.00
Cedar City	145,784.00	139,868.00	do	450.00
Coalville	215,883.80	261,287.00	do	None.
Corinne	182,000.00	182,235.00	2,500.00	6,000.00
Ephraim	264,540.00	252,190.00	2,600.00	2,000.00
Fairview	120,000.00	143,200.00	None	None.
Fillmore	100,000.00	100,000.00	1,500.00	200.00
Grantsville	150,000.00	150,000.00	None	None.
Hyrum	24,000.00	223,556.00	do	Do.
Kaysville	229,635.00	1,000,000.00	5,000.00	5,000.00
Lehi City	280,000.00	393,800.00	None	None.
Logan	1,850,000.00	1,930,842.00	1,850.00	45,306.00
Manti	340,000.00	362,041.50	6,000.00	12,600.00
Mendon	66,000.00	69,500.00	None	500.00
Moroni	91,284.00	95,373.00	do	None.
Mount Pleasant	250,000.00	244,292.00	do	Do.
Morgan	207,900.00	210,000.00	do	Do.
Ogden	13,243,965.00	13,500,000.00	250,000.00	368,000.00
Park City	1,800,000.00	1,300,000.00	None	None.
Parowan	108,085.00	113,950.00	217.22	146.60
Payson	308,500.00	323,615.00	None	500.00
Pleasant Grove	350,000.00	244,030.00	do	None.
Provo	3,152,620.00	8,618,646.00	1,970.00	124,000.00
Richfield	177,600.00	193,174.00	None	None.
Richmond	145,000.00	156,300.00	300.00	200.00
Salt Lake City	57,965,668.00	52,598,395.00	1,000,000.00	1,500,000.00
Smithfield	192,210.00	160,000.00	537.50	None.
Spanish Fork	237,750.00	296,230.00	None	Do.
Spring City	80,000.00	83,000.00	do	Do.
Springville	680,000.00	430,000.00	do	Do.
St. George	252,698.00	272,692.00	2,722.28	2,970.23
Tooele	151,742.00	160,804.00	None	None.
Washington	42,800.82	48,700.28	do	Do.
Wellsville	93,000.00	113,690.00	do	Do.
Willard	98,986.45	102,156.75	do	Do.
<i>Cities and towns under the general law.</i>				
Bear River	22,430.00	30,000.00	do	Do.
Fountain Green	70,782.00	70,695.00	do	Do.
Heber	(*)			
Kanab	43,600.00	53,347.00	65.00	None.
Monroe	75,652.00	200,000.00	None	Do.
Nephi	828,962.00	779,854.00	16,000.00	20,000.00
Salem	47,317.00	144,710.00	100.00	None.
Salina†	(†)	111,272.00		Do.
Santaquin†	(†)	81,968.00		Do.
Elsinore†	(†)	106,450.00		Do.
Huntington†	(†)	57,396.00		94.75
Total	85,780,865.07	87,200,081.53	1,294,106.79	2,115,678.58

* No assessment.

† Not incorporated last year.

‡ No assessment; separate from county.

The increase in municipal indebtedness for the year is 63.3 per cent.
The increase in the assessed valuation of property is 1.6 per cent.

REVENUE, TERRITORIAL AND DISTRICT SCHOOL TAX.

Statement of the revenue from the tax levy for the years 1890 and 1891 for school purposes.

Counties.	Territorial and school tax.	
	1890.	1891.
Boxelder.....	\$19,847.19	\$19,769.95
Beaver.....	5,024.48	5,783.53
Cache.....	20,014.33	30,863.60
Davis.....	15,813.55	17,482.47
Emery.....	6,474.63	7,739.62
Garfield.....	1,831.56	3,054.68
Grand.....	3,812.10	4,194.22
Iron.....	2,946.95	3,481.55
Juab.....	11,526.60	11,415.07
Kane.....	1,873.97	2,316.52
Morgan.....	4,142.00	4,606.67
Millard.....	3,519.70	5,914.89
Piute.....	3,026.93	2,444.30
Rich.....	3,293.65	3,829.15
Salt Lake.....	261,354.83	293,689.28
Summit.....	18,974.13	19,769.57
Sanpete.....	14,559.43	17,298.15
Sevier.....	5,253.22	5,773.48
San Juan.....	1,382.43	1,673.36
Tooele.....	7,969.78	7,751.67
Utah.....	44,758.60	48,175.41
Uintah.....	2,910.23	3,071.81
Weber.....	73,308.78	88,412.99
Wasatch.....	5,430.34	5,949.12
Washington.....	4,011.65	4,224.19
Total.....	543,061.06	618,685.19

The increase over 1890 is 10.2 per cent. The revenue for the year at the rate of half of one per cent, the rate fixed by law, is estimated at \$585,754.49, a decrease of \$32,930.70.

Statement showing total revenue for each year from 1854, and the total assessed value of property from 1865.

Year.	Territorial and school tax.	Value of property assessed.	Year.	Territorial and school tax.	Value of property assessed.
1854.....	\$6,386.31	(*)	1873.....	\$53,870.87	\$21,548,348.00
1855.....	17,348.89	\$3,469,770.00	1874.....	57,021.45	(*)
1856.....	16,999.38	2,937,977.00	1875.....	58,222.95	23,289,180.00
1857.....	12,892.43	2,578,486.00	1876.....	50,020.11	23,608,064.00
1858.....	9,032.32	(*)	1877.....	56,384.15	22,553,660.00
1859.....	9,957.17	3,982,869.00	1878.....	146,903.77	24,483,957.00
1860.....	23,369.50	4,673,900.00	1879.....	149,910.43	24,985,072.00
1861.....	25,160.92	5,032,184.00	1880.....	151,335.24	25,222,540.00
1862.....	47,795.18	4,779,518.00	1881.....	153,495.40	25,579,234.00
1863.....	50,482.00	548,200.00	1882.....	174,483.93	29,080,656.00
1864.....	33,480.02	6,696,004.00	1883.....	185,006.55	30,834,425.00
1865.....	47,269.65	9,453,930.00	1884.....	203,549.64	33,924,942.00
1866.....	52,338.98	10,467,796.00	1885.....	208,931.72	34,851,957.00
1867.....	53,239.13	10,647,826.00	1886.....	214,105.93	35,684,322.00
1868.....	52,669.36	10,533,872.00	1887.....	227,361.48	37,893,580.00
1869.....	59,968.03	11,393,606.00	1888.....	282,636.61	46,868,247.00
1870.....	33,639.09	13,455,636.00	1889.....	305,016.14	49,883,690.00
1871.....	38,163.56	15,265,424.00	1890.....	543,061.08	108,612,216.00
1872.....	43,976.40	17,590,560.00	1891.....	618,685.19	123,737,042.00

* No data from which to obtain the amount.

REAL AND PERSONAL PROPERTY AND IMPROVEMENTS, 1892.

Statement showing the assessed valuation of real and personal property and improvements in the several counties for 1892.

Counties.	Real property.	Improvements.	Personal property.	Total.	
				1892.	1891.
Beaver*	\$922,276.00		\$246,533.00	\$1,168,809.00	\$1,329,122.00
Boxelder	1,104,187.00	\$370,150.00	2,559,474.00	4,033,811.00	4,094,248.00
Cache	4,044,077.00	1,027,260.00	1,273,483.00	6,344,820.00	6,158,332.00
Davis	1,989,108.00	562,095.00	1,072,444.00	3,623,647.00	3,496,435.00
Emery	261,550.00	170,255.00	564,442.00	996,247.00	1,433,786.00
Garfield	71,485.00	85,702.00	380,759.00	537,946.00	489,958.00
Grand	†29,349.00	15,075.00	223,779.00	268,203.00	810,032.43
Iron	233,135.00	148,085.00	362,692.00	743,912.00	716,685.00
Juab	596,687.00	426,952.00	514,105.00	1,537,744.00	1,818,656.00
Kane	61,305.00	109,320.00	426,774.00	597,399.00	339,799.00
Millard	238,949.00	1,041,741.00	398,257.00	1,678,947.00	1,204,856.00
Morgan	319,220.00	121,470.00	164,900.00	605,590.00	907,720.00
Piute	91,114.00	35,145.00	126,439.00	252,698.00	471,180.00
Rich	488,807.00	78,635.00	228,336.00	795,778.00	796,350.00
Salt Lake	33,103,356.00	6,711,065.00	11,823,297.26	51,637,718.26	59,727,472.94
San Juan	1,600.00	600.00	361,740.00	363,940.00	334,678.00
Sanpete	1,932,084.00	825,196.00	1,106,193.00	3,863,473.00	2,575,958.00
Sevier	493,817.00	257,860.00	620,198.00	1,371,875.00	1,191,915.00
Summit	1,023,771.00	1,398,938.00	1,648,906.61	4,071,615.61	3,961,593.00
Tooele	522,052.00	232,275.00	976,439.22	1,730,766.22	1,375,428.00
Uintah	180,447.00	91,588.00	296,590.00	568,625.00	629,015.00
Utah	(‡)			10,244,825.00	10,357,607.00
Washington	223,395.00	251,240.00	456,248.00	930,883.00	852,226.00
Wasatch	556,405.00	252,570.00	294,985.00	1,103,960.00	1,192,730.00
Weber	10,628,143.00	3,629,777.00	3,523,311.42	17,781,231.42	18,047,000.00
Wayne	41,734.00	42,585.00	212,117.00	296,436.00	(§)
Total	59,158,053.00	17,885,579.00	29,862,442.51	117,150,899.51	124,312,782.37

* Includes improvements.

† No return made for railroad, telegraph, or telephone line.

‡ Assessment not separated.

§ New county.

Total decrease for the year is \$7,161,883.86, or 5.8 per cent.

UNITED STATES LAND OFFICE.

Statement of the business of the United States Land Office at Salt Lake City, Utah, for the fiscal year ending June 30, 1892.

Kind of entry.	Number.	Acreage.	Amount.
Cash entries (including acreage in commuted homestead entry and timber-culture entries)	187	12,230.50	\$26,449.52
Mineral entries	89	*2,015.76	9,520.00
Mineral applications	125	2,442.18	1,250.00
Desert applications	224	33,908.55	8,786.46
Desert final entries	87	*23,460.79	25,379.49
Homestead entries	637	87,569.24	9,617.94
Homestead final entries	190	*26,740.40	1,201.22
Timber-culture final entries	3	*320.00	12.00
Adverse mining claims	38		380.00
Preemption filings	4	*385.18	12.00
Coal filings	39	*5,480.00	117.00
Coal entries	8	1,195.94	22,318.80
Railroad selections	577	92,319.65	1,153.00
Testimony fees			788.64
Total	2,208	229,666.06	106,986.07

* Not new entries.

Total area surveyed to June 30, 1891, 13,188,204.16 acres.

SETTLEMENT OF PUBLIC LANDS.

Statement showing the disposition and settlement of public lands in Utah Territory, and the total business of the land office at Salt Lake City from the time of its opening in March, 1869, to the end of the fiscal year ending June 30, 1892.

	Number.	Acreage.	Amount.
Cash entries	4,008	378,843.52	\$596,816.17
Mineral entries	1,840	20,063.99	96,467.00
Mineral applications	2,137	10,987.77	21,370.00
Desert applications	3,565	716,387.30	187,184.21
Desert final entries	856	158,709.35	161,429.24
Homestead entries	9,805	1,233,966.24	150,281.65
Homestead final entries	4,768	673,549.70	31,315.85
Timber-culture entries	1,577	179,303.49	17,902.00
Timber-culture final entries	18	1,900.00	72.00
Adverse mining claims	926	.....	9,026.00
Preëmption filings	11,993	1,444,727.88	35,979.00
Coal filings	1,144	144,120.00	3,432.00
Coal cash entries	105	189,933.80	13,340.20
Union Pacific and Central Pacific Railroad selections .....	.....	639,068.30	8,039.64
Land warrants .....	.....	23,957.00	615.00
Agricultural college scrip .....	.....	84,912.00	2,232.00
Valentine scrip .....	.....	280.12	14.00
Chippewa scrip .....	.....	479.82	10.00
Supreme court scrip .....	.....	4,530.02	.....
Sioux half-breed scrip .....	.....	360.00	6.00
Timber sold .....	.....	.....	127.08
Timber depredations* .....	.....	.....	15,422.31
Testimony fees .....	.....	.....	17,142.92
Total .....	.....	5,906,080.30	1,368,224.27

* Timber depredations and stumpage consolidated.

I renew the recommendations made in my former reports, that Congress place the unsold public lands under the control of the State and Territorial authorities, with authority to lease them in sufficiently large tracts to make it an object to stockmen to apply for them. Unless this is done their value for grazing purposes will be entirely destroyed.

PUBLIC BUILDINGS.

The need of suitable public buildings for Federal offices in Salt Lake and Ogden is growing more apparent daily. The public records, many of them of great value, are in danger of fire. If the court and land records should be destroyed the loss would be a very serious one. I recommend the passage of the pending bills authorizing the construction of the buildings.

OLD CAPITOL BUILDING.

The capitol building erected in Fillmore many years ago is now occupied by the public schools of that city.

PENITENTIARY.

The new buildings erected at the penitentiary grounds are now in use, and seem to be adequate to the wants of the institution.

INDUSTRIAL HOME.

This public institution is under the control of the Utah Commission, who is required by law to make an annual report to Congress.

DESERET UNIVERSITY.

The name of this educational institution was changed from Deseret to Utah University. The attendance is all the building can accommodate. The chancellor and board of regents have devoted much time to the work of placing the university on such a basis as will insure success for the future. Ninety thousand dollars was appropriated for the university for the years 1892 and 1893.

REFORM SCHOOL.

At the last session of the legislative assembly \$40,000 was appropriated for the maintenance of the school for the years 1892 and 1893, and \$5,000 for new buildings.

AGRICULTURAL COLLEGE.

It is reported that the growth of this institution exceeds that of any like institution in the West. The legislature appropriated \$65,000 to complete the buildings in accordance with the plans originally adopted. There are now in attendance some 225 pupils, from eight States and Territories.

INDIANS.

The Commissioner of Indian Affairs should be authorized to have carefully investigated the condition of the Indians in the Territory, who, having abandoned their tribal relations, are scattered all over the Territory. In former years the governor of the Territory was *ex officio* the commissioner of Indian affairs, and some attention was paid to their wants. They now seem to be totally neglected by the Government and Territory.

UTE INDIAN REMOVAL.

The citizens of Grand and San Juan counties now hope that the attempt to place at their doors a band of thriftless Indians will be defeated. It now looks as if Congress had determined not to sanction the injustice sought to be perpetrated by some of the citizens of Colorado. Every day which passes witnesses a further development of the natural resources of these counties, and if the land was opened for settlement it is claimed that a large number of settlers would make their homes there. The land, when it can be brought under water, is exceedingly productive and the climate very attractive.

LIVE STOCK.

Statement showing the number of horses and mules, cattle and sheep, assessed in Utah Territory for the years 1890, 1891, and 1892, and the assessed value for 1892.

HORSES AND MULES.

Counties.	1890.	1891.	1892.	Assessed value.
Beaver.....	2,574	2,513	2,634	\$76,182
Box Elder.....	4,477	5,724	(*)	112,225
Cache.....	6,262	7,869	7,980	321,950
Davis.....	5,060	3,145	3,100	132,145
Emery.....	2,626	2,616	2,962	106,750
Garfield.....	2,032	1,208	3,438	89,745
Grand.....	1,131	1,504	1,488	36,030
Iron.....	1,875	2,202	2,082	71,790
Juab.....	2,097	2,093	2,031	71,285
Kane.....	2,145	3,160	2,791	85,143
Millard.....	4,891	3,662	2,792	72,980
Morgan.....	1,233	1,329	1,383	44,225
Piute.....	2,464	2,053	1,310	31,724
Rich.....	2,366	2,174	2,380	83,264
Salt Lake.....		8,438	7,060	309,175
San Juan.....	791	1,035	1,044	30,000
San Pete.....	5,002	4,995	5,832	200,610
Sevier.....	3,902	2,790	4,126	126,940
Summit.....	3,308	2,911	2,982	126,587
Tooele.....	3,682	3,704	5,016	103,728
Utah.....	6,781	7,657	8,403	329,205
Uintah.....	3,149	3,542	3,836	92,079
Wasatch.....	2,000	2,360	2,387	86,085
Washington.....	1,965	2,397	2,635	88,915
Wayne†.....			3,119	42,671
Weber.....	4,082	4,498	4,646	213,040
Total.....	75,895	85,579	87,457	3,084,473

* No report.

† New county; no report before 1892.

CATTLE.

Counties.	1890.	1891.	1892.	Assessed value.
Beaver.....	6,392	6,740	9,287	\$99,217
Box Elder.....	10,094	13,297	(†)	147,498
Cache.....	9,988	12,913	11,937	142,510
Davis.....	9,538	5,530	5,254	78,584
Emery.....	9,707	5,530	15,001	112,305
Garfield.....	9,024	6,256	15,279	140,128
Grand.....	23,543	19,593	17,513	175,490
Iron.....	6,706	8,968	8,315	96,142
Juab.....	2,790	3,117	4,734	46,390
Kane.....	9,801	12,949	13,655	179,162
Millard.....	6,206	8,605	5,988	60,085
Morgan.....	3,547	3,333	3,635	39,170
Pi Ute.....	9,415	4,582	2,063	20,630
Rich.....	9,307	8,503	8,489	94,006
Salt Lake.....		8,126	6,567	136,807
San Juan.....	27,392	26,362	29,722	294,720
San Pete.....	9,711	10,161	10,958	125,485
Sevier.....	10,513	14,719	10,067	104,908
Summit.....	8,845	8,966	8,364	116,879
Tooele.....	4,844	5,061	6,071	80,145
Utah.....	12,013	12,059	13,883	177,150
Uintah.....	11,494	9,469	8,791	70,941
Wasatch.....	9,383	10,211	6,917	76,500
Washington.....	10,402	10,209	17,329	195,980
Wayne*.....			8,582	85,820
Weber.....	6,841	6,976	7,274	103,720
Total.....	237,496	242,235	255,675	3,000,372

* New county; no report before 1892.

† No report.

Statement showing the number of horses and mules, cattle and sheep, assessed in Utah Territory for the years 1890, 1891, and 1892, etc.—Continued.

SHEEP.

Counties.	1890.	1891.	1892.	Assessed value.
Beaver	48,061	97,826	35,567	\$71,134
Box Elder	80,215	97,593	(*)	90,285
Cache	4,010	1,758	8,521	17,488
Davis	4,962	10,783	4,703	7,916
Emery	156,440	21,410	75,695	166,670
Garfield	16,311	26,402	26,775	53,550
Grand		14,000	9	18
Iron	41,642	48,967	54,080	106,980
Juab	132,220	143,611	57,257	114,451
Kane	85,346	96,025	49,740	99,480
Millard	180,088	190,000	48,075	96,150
Morgan	947	4,568	4,407	6,506
Pi Ute	27,440	36,735	11,944	23,885
Rick	4,201	6,640	(*)	
Salt Lake		201,536	5,788	8,279
San Juan	6,100	9,850	12,200	18,305
San Pete	2,423	105,136	216,272	432,544
Sevier	31,967	22,989	56,258	112,518
Summit	8,304	4,923	6,385	12,035
Tooele	189,088	162,469	187,167	365,434
Utah	63,347	101,605	74,306	148,280
Uintah	41,115	41,165	37,425	56,168
Wasatch	9,322	10,731	15,000	30,000
Washington	11,843	14,680	15,212	30,425
Wayne			21,495	42,990
Weber	4,993	13,990	20,799	41,616
Total	1,150,295	1,485,392	1,045,080	2,153,107

* No report.

† No report before 1892; new county.

Increase for the year: Horses and mules, 1,876, 2 per cent; cattle, 13,440, 5 per cent.

Decrease for the year: Sheep, 440,312, 29.6 per cent.

Wool clip for the year (estimated)	pounds..	12,000,000
Number of cattle exported (estimated)		42,000
Number of sheep exported (estimated)		650,000

The corporation formed for the purpose of establishing a stock yard near Salt Lake City have erected the necessary buildings and are now receiving and shipping stock.

THE MINING INDUSTRY.

Statement showing value and amount of the principal mineral products of Utah, from 1879 to 1891, both inclusive.

	Refined lead.		Unrefined.	
	Amount.	Value.	Amount.	Value.
	<i>Pounds.</i>		<i>Pounds.</i>	
1879	2,301,276	\$103,557.42	26,315,359	\$592,095.57
1880	2,892,498	144,624.90	25,657,643	641,444.75
1881	2,645,373	145,495.51	38,222,185	955,554.62
1882	8,213,798	410,690.00	52,349,850	1,361,096.00
1883	3,230,547	161,527.00	63,431,964	1,585,799.00
1884	4,840,987	169,434.54	56,023,893	980,418.02
1885			54,318,776	1,222,176.46
1886	208,800	9,667.44	48,456,260	1,405,231.54
1887	2,500,000	111,750.00	45,678,961	1,196,788.77
1888			44,567,157	1,203,313.23
1889	2,359,540	89,662.52	59,421,730	1,378,584.13
1890	5,082,800	203,312.00	63,181,817	1,895,454.51
1891	6,170,000	246,800.00	80,356,528	2,410,695.84
Total	40,445,619	1,796,521.33	657,982,123	16,828,652.54

Statement showing value and amount of the principal mineral products of Utah, from 1879 to 1891, etc.—Continued.

	Silver.		Gold.		Copper.	
	Amount.	Value.	Amount.	Value.	Amount.	Value.
	<i>Ounces.</i>		<i>Ounces.</i>		<i>Pounds.</i>	
1879.....	3,732,247	\$4,106,351.70	15,732	\$298,908.00	.....	.....
1880.....	3,663,183	4,029,501.30	8,020	160,400.00	.....	.....
1881.....	4,958,345	5,503,762.95	6,982	139,640.00	.....	.....
1882.....	5,435,444	6,114,874.00	9,039	180,780.00	605,880	\$75,735.00
1883.....	4,531,763	4,984,939.00	6,991	139,820.00	.....	.....
1884.....	5,669,488	6,123,047.04	5,530	110,600.00	63,372	6,337.20
1885.....	5,972,689	6,221,596.56	8,903	178,060.00	.....	.....
1886.....	5,918,842	5,860,837.34	10,577	211,540.00	2,407,550	144,453.00
1887.....	6,161,737	5,976,884.89	11,387	227,740.00	2,491,320	124,566.00
1888.....	6,178,855	5,787,527.51	13,886	277,720.00	2,886,816	288,681.60
1889.....	7,147,651	6,656,254.65	24,975	499,500.00	2,060,792	206,079.20
1890.....	8,165,586	8,492,209.44	33,851	677,020.00	956,708	76,536.64
1891.....	8,915,223	8,759,206.59	36,160	723,200.00	1,836,060	100,983.30
Total.....	76,451,053	78,616,993.97	192,033	3,824,928.00	13,308,498	1,023,371.94

Increase over 1890.

	Per cent.
In pounds of unrefined lead	21.18
In pounds of refined lead.....	21.38
In ounces of silver	9.18
In ounces of gold.....	6.82
In pounds of copper	90.87

*Metal products for 1891.**

[Furnished by J. E. Dooley, of Wells, Fargo & Co., Salt Lake City, Utah.]

	Copper.	Lead, refined.	Lead, unrefined.	Silver in bars.	Silver in base bul- lion and ores.	Gold in bars.	Gold in bullion and ores.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>
Germania Lead Works	305,000	6,170,000	3,343,000	580,000	253,100	4,135	1,096
Hanauer Smelter	350,000	.....	11,010,000	.....	851,400	.....	6,611
Mingo Smelting Co.....	901,630	.....	11,887,965	.....	1,062,774	.....	9,744
Daly Mining Co.....	.....	.....	2,682,376	850,000	397,551	710	498
Ontario Silver Mining Co .....	.....	.....	3,856,832	814,485	949,415	.....	918
Silver Reef District	279,430	.....	.....	49,540	2,089	.....	.....
Other mines and placers.....	.....	.....	.....	5,000	.....	75	.....
Net product bars and base bullion	1,836,060	6,170,000	32,780,173	2,299,025	3,516,329	4,920	18,867
Contents ores shipped.....	.....	.....	47,576,355	.....	3,099,869	.....	12,373
Total.....	1,836,060	6,170,000	80,356,528	2,299,025	6,616,198	4,920	31,240

RECAPITULATION.

Copper, 1,836,060 pounds, at 5½ cents per pound.....	\$100,983.30
Refined lead, 6,170,000 pounds, at 4 cents per pound.....	246,800.00
Unrefined lead, 80,356,528 pounds, at \$60 per ton.....	2,410,695.84
Fine silver, 8,915,223 ounces, at \$0.98½ per ounce.....	8,759,206.59
Fine gold, 36,160 ounces, at \$20 per ounce	723,200.00
Total export value.....	12,240,885.73

Computing the gold and silver at their mint valuation and other metals at their value at the seaboard it would increase the value of the product to \$16,198,066.81.

Comparative statement showing the quantity of silver and gold contained in base bullion and ores produced in Utah.

Year.	Total silver produced.	Total gold produced.	Silver in ores and base bullion.	Gold in ores and base bullion.	Total silver product.	Total gold product.
	Ounces.	Ounces.	Ounces.	Ounces.	Per cent.	Per cent.
1877.....	4,359,703	17,325	2,102,098	11,035	48.2	63.6
1878.....	4,357,328	15,040	2,108,359	10,165	48.3	67.5
1879.....	3,835,047	15,932	1,797,589	5,693	46.8	35.7
1880.....	3,783,566	8,020	1,403,819	2,878	37.1	35.8
1881.....	5,400,101	7,958	2,643,899	2,622	48.9	32.9
1882.....	5,435,444	9,039	2,581,789	5,016	47.3	55.5
1883.....	4,531,763	6,991	2,351,190	5,597	51.8	80
1884.....	5,669,488	5,530	3,253,984	3,806	57.4	68.8
1885.....	5,972,689	8,903	3,189,576	7,289	53.4	81.8
1886.....	5,918,842	10,577	2,838,263	8,369	47.9	79.1
1887.....	6,161,737	11,387	5,049,273	10,714	65.7	94
1888.....	6,178,855	13,886	3,982,217	12,854	64.4	92.6
1889.....	7,147,651	24,975	5,270,250	24,236	73.7	97
1890.....	8,165,586	33,851	6,082,825	29,555	74.4	87.3
1891.....	8,915,223	36,160	6,616,198	31,240	74.2	86.4

Comparative statement of the value of lead bullion, including gold and silver necessarily produced in its manufacture west of the Missouri River, compiled from the annual reports issued by John J. Valentine, vice-president and general manager, Wells, Fargo & Co., San Francisco.

Year.	Total value of precious metals, including lead.	Total value of lead bullion, including gold and silver contents.	Entire product.
			Per cent.
1878.....	\$81,154,622	\$14,740,581	18.1
1879.....	75,349,501	19,234,394	25.5
1880.....	80,167,936	28,114,594	35
1881.....	84,504,417	30,253,430	35.8
1882.....	92,411,835	35,798,750	38.7
1883.....	90,313,612	34,810,022	38.5
1884.....	84,975,954	31,191,250	36.7
1885.....	90,181,260	35,731,711	39.6
1886.....	103,011,761	44,635,655	43.3
1887.....	104,645,959	41,595,853	39.7
1888.....	114,341,592	38,004,826	33.2
1889.....	129,677,836	42,878,063	33.5
1890.....	127,166,410	46,852,367	36.8

NATURAL GAS.

For many years past it has been claimed that natural gas could be found beneath the crust of the Salt Lake Basin. Two years ago it was reported that from a well sunk near Brigham City gas had commenced to flow which burned quite brilliantly and was used for some time. It was also reported that in Ogden City gas had been found, and in Salt Lake some well-borers discovered quite a flow.

Recent developments have confirmed the belief that gas exists, and it now appears that Salt Lake Valley is in the center of a gas belt. During the past year wells have been sunk on the shore of the Great Salt Lake in Davis County; the gas is found at a depth of some 800 feet. The gas is said to be of the best known quality, and it is claimed that some of the wells will yield an average of about 4,000,000 cubic feet in twenty-four hours with a rock pressure of 210 pounds.

It is stated the new American Gas and Fuel Company, who have sunk a number of wells, are now prepared to commence the construction of a gas plant and pipe line into Salt Lake City.

The mining industry in Utah is exceedingly depressed because of the depreciation of silver. Very many mines have closed down; a good many more are running at very little profit, nearly all the proceeds being exhausted in expenses. Only such mines as are thoroughly opened and fully equipped are reaping anything like a fair profit. Inasmuch as the purchasing power of silver is not at all reduced by its depreciation—that is, as silver in the rough bar purchases as much of anything which men produce by their labor as the same amount of silver did when stamped by the Government and when it commanded a premium over gold—the depression extends beyond silver-mining and affects, in a measure, all branches of business. Many mines that are now being worked are only made profitable at all by the fact that the ore contains lead and silver in combination, and the reasonable price for lead makes up in a measure for the unprofitably low price of silver.

The fear that with the meeting of Congress again there may be a reciprocity treaty concluded with Mexico which will open to that country the markets of the United States for all its minerals free of duty, prevents the usual prospecting for mines, which generally is carried on through the summer in Utah, and fills those who have lead-silver mines with apprehension for the future, because it is plain that the men of Utah, who have generous wages and who educate their children, can not directly compete with the laborers in Mexico, who work for from 25 to 65 cents per day.

The transportation from Utah east costs as much as transportation from the northern states of Mexico does. Hence, with the tariff thrown off from lead and copper and other metals, it would be impossible for the miners of the West to supply any lead product except such as could not be obtained from Mexico. Our people look with much anxiety to the result of the international silver conference, and hope from it to obtain such recognition for silver as will make it again a full measure of values, and they see no immediate prospect of an improvement in the industries of our nation unless some fair adjustment may be adopted by that conference which the nations in turn will be willing to ratify.

Should the conference fail, then the problem will confront the silver miners of what next is best to do, and I think the disposition will be to call a second conference of the republics of this continent to see if such an arrangement for interchangeable coinage can not be made as shall secure stability to silver and give to the United States a prestige which would bring to us the bulk of all the exchange trade of the continent.

Silver men think that the men in the agricultural and manufacturing States ought to be as much more interested in the restoration of silver than are the miners of the West as what they produce exceeds in value that which the miners produce, and they look upon the cry of hard times as due solely to the injustice which was put upon silver by its demonetization. Indeed they point to the fact that silver has lost no fraction of its purchasing power; hence they claim that corn and cotton and wheat and all the other products which the farm and factory produce are at the same apparent discount that silver is, or, rather, that just at this time, when measured by any other product that comes of labor, gold stands at a premium of 40 per cent, and they hold that no nation can do business with a standard inflated that way without business speedily coming to an utter collapse. So their hopes are now centered in the international conference, for they nurse a strong belief that, when the representatives of the nations meet together and the truth shall be told about the condition of the people all over civilization, it will be the irresistible conclusion of that conference that there

is not gold enough in the world to serve as a basis for the business of the world, and that, therefore, silver must be recognized not as a mere convenience in business—a something to be redeemed in gold—but as a metal that contains all the properties essential to money, and hence must be recognized by the nations as money as good as gold.

SLATE.

Deposits of slate are found in different parts of Utah. There is a very large deposit on Fremont Island, in the Great Salt Lake, but the most useful and valuable discovery has been in the cañon immediately east of Provo City, Utah. The deposit of purple slate, one of the most valuable colors known to commerce, is practically inexhaustible. Samples of the slate have been sent abroad for examination, and have been pronounced equal to the slate taken from the famous quarries of Wales. It has the fine grain and the strength and durability possessed by the best roofing slate. The manufacture of shingles has commenced, and the slate will now be placed upon the market for the various commercial uses.

The character of the deposit is indicated by the size of the slabs now being cut. One recently taken out measured 10 by 10 feet.

TRIPOLITE AND FLUORITE.

There has been discovered in the vicinity of Stockton, Tooele County, Utah, a deposit of mineral substance known as tripolite, and also a considerable quantity of the mineral fluorite or fluor spar, at Park City, Summit County, Utah.

Tripolite has been used as a polishing powder, and for this purpose goes by the name of electro-silicon. It has also been used in the manufacture of cement, in the preparation of soda silicate, and as a non-conductor of heat. But another use has been found for it by an enterprising citizen of Salt Lake City, Utah. He has turned the discovery to account by using it in the manufacture of a useful silicon soap, which seems to be growing in public favor.

The fluorite or fluorspar has been found in the May Flower and Anchor mines near Park City. It consists of fluorine and calcium (commonly called fluoride of lime), and is white, greenish, or purple in color. That from the May Flower has all these colors. There is a sufficient quantity to encourage the manufacture of hydrofluoric acid, used for etching glass. It might also be used in the manufacture of ornaments, and, as is sometimes done, lenses. But one of its most useful applications is the smelting of ores, fluorite being an admirable flux.

IRON ORE.

In Utah Territory iron can be found in all its forms. In nearly every county can be found deposits, occurring in veins, fissures and blanket, and in pockets. It is impossible to estimate the value of these deposits. Some of the ore assays as high as 60 per cent pure. In Iron County, Utah, are vast beds, many miles in extent, of a superior quality of hematite and magnetic ores. It is probably the most remarkable deposit of iron ore discovered in the western world. These deposits are about 190 miles directly south of Salt Lake City, and about 50 miles from the nearest railway. Most of the ore is very pure. There are also large deposits of iron ore in Juab County. The mines of Tintic

have long supplied vast quantities of ore to the smelters for use in the reduction of ores. The vast iron, coal, and lime deposits of Utah will someday be utilized. When that time comes the Territory can easily supply all the iron needed by the West for many centuries.

SULPHUR.

Sulphur beds have been discovered in different parts of the Territory. The largest, known as the Cove Creek Sulphur Mines, and situated about 28 miles east of Black Rock Station on the Utah Southern branch of the Union Pacific Railway, on the boundary line between Millard and Beaver counties. The formation in which the sulphur occurs is trachyte, and near the top granite. The sulphur appears in and with decomposed trachyte and volcanic tufa. The sulphur layer is from 4 to 24 feet thick. Fortunately the sulphur deposit is near the surface. If it were underground the sulphurous gases would prevent it being worked. Sulphur has been shipped from these mines for years, and has been used for selected uses.

COPPER.

It has long been known that large deposits of superior copper ore existed in different parts of Utah. There is scarcely a county which does not contain deposits. They constitute a most important part of the great mineral wealth of Utah.

In southern Utah a smelter is now reducing copper ores, and the matte is hauled by wagon to the nearest railroad point fully 100 miles distant. This is done at a profit, and is an evidence of the rich character of the ores. In the Henry mountains some copper veins have been discovered which abound in nuggets of almost pure copper.

UTAH ONYX.

A deposit of onyx has been found near Pelican Point, southwest of Lehi City, Utah County. It has been determined to be composed of carbonate of calcium, commonly known as carbonate of lime. It is, therefore, not true onyx, which is a variety of quartz and consists chiefly of silica.

This Utah onyx closely resembles the Mexican onyx, which is so highly prized for decorative purposes. The deposit is reported to be about 2 feet by 20 feet, and to extend downward to an unknown distance. It is capable of receiving a very high polish and is really quite handsome. The demand for this variety of marble, often known as "onyx marble," appears to be rapidly increasing for purposes of decoration, and as this Utah onyx exhibits a greater variety of colors than the Mexican onyx, it is reasonable to conclude that if it occurs in sufficient quantity, as now seems almost certain, it must in the near future be as eagerly sought after as the Mexican, and will probably surpass it for all those purposes for which the latter has been employed.

PUBLIC AND DENOMINATIONAL SCHOOLS.

The steady increase in the number of pupils attending the public schools during the year ending June, 1890, continued during the year ending June, 1891. In Salt Lake City the number of pupils seeking admission is beyond the capacity of the school buildings, and the trustees are compelled to rent private buildings.

In Ogden, Provo, Logan, and other cities the schools are also crowded. The free school law has stimulated the cause of public education in every part of the Territory.

Denominational schools still exist in different parts of the Territory, though I have been informed there is a steady decrease in the number of pupils attending them. I believe it is the intention of nearly all the denominational schools to gradually withdraw from competition with the public schools.

In my last report I referred to the fact of denominational schools having been established by the Mormon Church board of education in competition with the public schools. The statement was severely criticised by the organ of the church, and it was intimated the statement was not true. Since then I have received reports from such schools, which show conclusively that many of them are teaching the same class of studies as the public schools.

The time must soon come when the denominational school will have to give way before the public schools.

Statement showing the number of schools established and maintained by religious denominations, excepting the Church of Jesus Christ of Latter Day Saints, for the years 1891 and 1892.

Denominations.	1891.			1892.		
	Schools.	Teachers.	Pupils.	Schools.	Teachers.	Pupils.
Methodist	25	38	1,400	21	36	1,150
Protestant Episcopal	5	18	500	6	18	550
Catholic	6	50	800	8	73	900
Congregational	21	45	2,269	20	46	2,068
Presbyterian	31	61	1,935	26	57	1,850
Total	88	212	6,904	81	230	6,518

Statement showing the number of churches and ministers maintained by religions denominations, excepting the Church of Jesus Christ of Latter-Day Saints, for the years 1891 and 1892.

Denominations.	1891.		1892.	
	Churches.	Ministers.	Churches.	Ministers.
Methodist	33	26	35	30
Protestant Episcopal	8	7	10	6
Catholic	6	15	9	19
Congregational	5	8	8	12
Swedish Lutheran	6	4	† 6	7
Baptist	(*)	(*)	3	4
Presbyterian	17	19	18	20
Total	75	79	89	98

* No report.

Also ten missions without churches.

Statement showing the amount expended for schools by the various religious denominations, excepting the Church of Jesus Christ of Latter Day Saints, prior to June 30, 1891, to June 30, 1892.

Denominational.	Expended for schools to June 30, 1891.	Expended maintaining schools 1892.	Expended for schools, grounds, and buildings, 1892.	Total.
Methodist	\$349,600	\$11,500	None	\$361,100
Protestant Episcopal	(*)	15,000	\$7,000	22,000
Catholic	473,000	30,000	60,000	563,000
Congregational	386,169	35,000	None	421,169
Swedish Lutheran	16,500	(*)	-----	16,500
Baptist	-----	-----	13,000	13,000
Presbyterian	374,250	2,600	2,300	404,150
Total	1,599,519	119,100	82,300	1,800,919

* No report before 1891.

Statement showing the amount expended for churches by the various denominations, excepting the Church of Jesus Christ of Latter Day Saints, prior to June 30, 1891, and June 30, 1892.

Denominations.	Expended for grounds, buildings, and maintenance to June 30—		Total.
	1891.	1892.	
Methodist	\$217,500	8,500	226,000
Protestant Episcopal	(*)	1,200	1,200
Catholic	113,000	7,000	120,000
Congregational	20,000	51,000	71,000
Swedish Lutheran	45,900	6,275	52,175
Presbyterian	89,700	2,300	92,000
Total	486,100	76,275	562,375

* No report.

BUSINESS PROSPERITY.

During the year ending June 30, 1892, there has been a steady development of the business interests of the Territory, though not to the same extent as in the years 1890 and 1891. In the commercial centers business has been quiet, but in the remoter counties many of the new settlements have been growing quite rapidly.

In the principal cities and towns the population has steadily increased, and the number of persons coming to the Territory from the East is quite large. The statistics show that new buildings have been erected in the different cities and towns to the value of \$3,017,380.

The sugar manufactory erected at Lehi, Utah County, is now in successful operation. Because of its presence the price of sugar was lower in 1891 than it has been in the history of the Territory.

Statement showing the number of residences and business buildings erected or under contract for erection in the cities and towns for the year ending June 30, 1892.

Incorporated cities and towns.	Dwellings.	Value.	Business houses.	Value.
<i>Cities under special charter.</i>				
American Fork.....	26	\$16,600	4	\$6,650
Alpine.....	3	3,000	None.	None.
Beaver.....	10	12,000	2	5,000
Brigham City.....	28	32,000	3	10,750
Cedar City.....	10	10,500	1	1,200
Coalville.....	9	4,500	None.	None.
Corinne.....	3	5,000	2	18,000
Ephraim.....	10	9,700	3	3,500
Fairview.....	10	3,000	2	500
Fillmore.....	2	500	2	1,000
Grantsville.....	None.	-----	None.	-----
Hyrum.....	5	4,000	1	2,000
Kaysville.....	11	15,000	None.	None.
Lehi.....	40	35,000	3	22,000
Logan.....	66	81,700	4	43,000
Manti.....	20	17,300	3	4,900
Mendon.....	6	3,500	None.	None.
Moroni.....	10	5,000	None.	None.
Mount Pleasant *.....	23	18,857	1	300
Morgan.....	6	6,000	None.	None.
Ogden †.....	165	296,210	29	281,500
Park City.....	65	45,500	3	33,000
Parowan.....	1	1,500	None.	None.
Payson.....	30	24,000	4	15,000
Pleasant Grove.....	10	6,000	4	7,000
Provo †.....	32	101,000	5	15,800
Richfield.....	6	5,000	15	18,025
Richmond.....	5	7,500	None.	-----
Salt Lake City.....	544	952,294	39	585,775
Smithfield †.....	6	6,000	None.	None.
Spanish Fork.....	12	11,000	4	17,000
Spring City.....	12	5,000	2	1,400
Springville.....	32	32,000	7	56,000
St. George.....	6	9,000	None.	None.
Tooele.....	2	2,000	1	8,000
Wellsville.....	3	2,700	None.	-----
Willard.....	4	5,000	1	3,500
Washington.....	None.	-----	None.	-----
<i>Cities and towns under general law.</i>				
Bear River.....	4	5,000	None.	-----
Monroe.....	8	4,123	do	-----
Fountain Green.....	2	2,500	do	-----
Heber.....	5	6,000	2	5,000
Kanab.....	4	2,000	1	3,000
Nephi.....	(§)	-----	(§)	-----
Salem.....	7	3,000	None.	None.
Salina.....	7	5,500	12	13,000
Santaquine.....	9	4,600	3	8,000
Elsimore.....	13	6,300	8	7,100
Huntington.....	3	3,500	None.	-----
Total.....	1,296	1,827,384	171	1,190,000

† Public schools, \$220,000.

‡ District school, \$1,600.

* District school, \$10,000.

§ No report.

|| Public schools, \$16,500 and Brigham Young Academy, \$75,000.

TERRITORIAL FAIR.

The annual Territorial fair was held at Salt Lake City, opening on October 4 and closing October 8. The fair is reported to have been the most successful held in the Territory in point of attendance and the character of the exhibits.

The educational, live-stock, fruit, and vegetable exhibits were of superior quality and excellence. The mill fabrics were attractive and seemed to be as fine in quality and finish as like goods manufactured in other and older places. The annual fairs are constantly growing in popular interest.

THE RAILROAD SYSTEM.

The railroad system of Utah.

Road.	From—	To—	Miles of line.	
			Gauge 4 feet 8½ inches.	Gauge 3 feet.
Rio Grande Western—				
Main line in Utah	Ogden	Colorado line	294.1	.....
Bingham branch	Bingham Junction	Bingham	14.15	.....
Alta branch	do	Wasatch	10.06	.....
San Pete branch	Thistle Junction	Manti	60.8	.....
Sevier Railway (leased)	Manti	Salina	25.7	.....
Tintic Railway (leased)	Springville Junction	Silver City	43.6	.....
Coal mine branch	Pleasant Valley	Coal mine	17.5	.....
Lake Park spur .....	.....	.....	1.5	.....
Utah Central coal mine spur .....	.....	.....	1.8	.....
Diamond spur .....	.....	.....	1.4	.....
Bingham tramway .....	.....	.....	.....	3.5
Alta tramway .....	.....	.....	.....	7.8
Total .....	.....	.....	470.61	11.3
Central Pacific in Utah, Ogden main line.	Ogden	Nevada line	157	.....
Utah Central—				
Main line	Salt Lake City	Fort Douglas .....	.....	6
Do	do	Park City .....	.....	31
Do	do	Mill Creek .....	.....	3
Total .....	.....	.....	.....	40
Union Pacific—				
Main line in Utah	Ogden	Wyoming line	73	.....
Do	do	Frisco	280	.....
Salt Lake and Western	Lehi City	Eureka	62	.....
Echo and Park City	Echo	Park City	31	.....
Utah and Northern	Ogden	Idaho line	96.3	.....
Utah and Nevada	Salt Lake City	Terminus .....	.....	37
San Pete Valley	Nephi	do .....	.....	34
Total .....	.....	.....	542.3	71
Grand total .....	.....	.....	1,169.91	122.3

Street railroad system.

	Electric.	Steam motor.
	Miles.	Miles.
Salt Lake	58	.....
Ogden	10	.....
Provo .....	.....	6
Total	68	6

Increase of railroad mileage, standard gauge, 93.51 miles; increase of railroad mileage, narrow gauge, 11.3 miles.

The following cities are lighted by electricity: Salt Lake, Ogden Provo, Park City, Payson, and Logan.

BANK STATEMENT.

Statements have been received from the following-named banks, showing state of their business June 30, 1892, as follows:

Name.	Capital.		Deposits.	
	1891.	1892.	1891.	1892.
Brigham City:				
Bank of Brigham	\$25,000.00	\$35,000.00	\$61,275.48	\$61,324.15
Branch Ogden (Utah) Loan and Trust Co.				
Bank of Spanish Fork	(*)	19,425.00		10,550.79
Corinne: J. W. Guthrie	55,000.00	50,000.00	20,000.00	65,000.00
Davis County Bank	(*)	11,706.50		5,423.26
Kaysville: Barnes Banking Co	25,000.00	25,000.00	25,367.15	43,045.76
Lehi: Commercial and Savings Bank	(*)	49,000.00		46,832.62
Logan: Thatcher Brothers Banking Co	150,000.00	150,000.00	162,821.21	193,658.00
Manti: Manti City Savings Bank	25,000.00	25,000.00	78,396.07	112,328.17
Mount Pleasant: Commercial and Savings Bank	(*)		(*)	
Nephi:				
Savings Bank and Trust Co	50,000.00	50,000.00	43,184.46	43,625.50
First National	80,000.00	50,000.00	117,861.24	113,330.74
Ogden:				
State Bank	138,000.00	125,000.00	105,000.00	145,000.00
Commercial National Bank	150,000.00	150,000.00	230,000.00	233,302.00
First National Bank	75,000.00	150,000.00	191,295.00	396,467.52
Utah National Bank	200,000.00	100,000.00	325,000.00	300,000.00
Citizens' Bank	145,290.00	150,000.00	113,364.52	232,873.50
Ogden Savings Bank	75,000.00	75,000.00	177,365.41	217,229.45
Utah Loan and Trust Co.'s Bank	200,000.00	215,000.00	91,033.30	108,437.09
Park City: Park City Bank	50,000.00	50,000.00	88,127.06	155,022.04
Payson Exchange and Savings Bank	25,000.00	30,200.00	26,443.14	59,781.62
Provo:				
Commercial and Savings Bank	75,000.00	75,000.00	68,066.00	75,015.00
First National Bank	50,000.00	50,000.00	57,503.47	43,563.00
National Bank of Commerce	53,654.28	50,000.00	27,230.96	27,755.58
Utah County Savings Bank	50,000.00	50,000.00	52,553.67	50,000.00
Richfield: James M. Peterson	20,000.00	20,000.00	22,660.65	26,286.00
Springville Banking Co	(*)	50,000.00		29,583.09
Salt Lake City:				
American National Bank	265,000.00	250,000.00	296,222.54	404,423.41
Commercial National Bank	330,000.00	300,000.00	334,469.82	459,767.81
Deseret National Bank	500,000.00	500,000.00	841,073.00	1,153,200.64
National Bank of the Republic	505,000.00	500,000.00	331,488.44	332,785.00
Union National Bank	440,000.00	445,000.00	908,834.17	847,408.50
Bank of Commerce	100,000.00	100,000.00	162,948.89	260,209.40
State Bank of Utah	500,000.00	500,000.00	250,286.31	422,948.30
Deseret Savings Bank	100,000.00	100,000.00	424,941.23	557,886.50
Zion's Savings Bank and Trust Co	127,287.00	400,000.00	927,596.46	1,033,496.24
Salt Lake Valley Loan and Trust Co		200,000.00	(†)	1,330,980.05
Utah Title Insurance and Trust Company Savings Bank	160,000.00	150,000.00	77,725.64	161,220.65
Wells, Fargo & Co	200,000.00	200,000.00	1,324,840.63	
McCormick & Co		200,000.00		1,200,000.00
Utah Commercial and Savings Bank	200,000.00	200,000.00	240,272.00	333,500.44
T. R. Jones & Co				330,013.11
Utah National Bank	200,000.00	200,000.00	150,236.47	290,445.24
Total	5,148,231.78	5,910,331.50	8,355,584.39	11,913,750.17

* New bank.

† Receive no deposits.

Increase in bank capital, 16.7 per cent; increase in deposits, 42.1 per cent.

THE LABOR SUPPLY.

The number of men belonging to the trades unions in Salt Lake City and Ogden is as follows:

Salt Lake:	
Members of trades unions federated	2,583
Members of trades unions not federated	1,464
Trades-labor men not members of trades union	872
Ogden:	
Members of trades unions federated	670
Members of trades unions not federated	498
Trades-labor men not members of trades unions	
Members of trades unions outside of Salt Lake and Ogden	2,748
Total	8,835

Statement showing rate of wages for certain kinds of labor and hours employed.

	Month.	Week.	Day.	Hours employed.
Bricklayers.....			\$4.50 to \$5.50	8 and 9
Brickmakers.....			2.50 to 3.00	9
Blacksmiths.....			3.00 to 4.00	9
Boilermakers.....			3.50 to 4.00	9
Brewers.....	\$70.			9
Bakers.....		\$21		9
Boot and shoe makers.....			2.75 to 3.00	8
Clerks.....	60 to 100			10
Carpenters.....			3.00 to 3.50	and 9
Cooks and waiters.....	40 to 75			10
Electricians.....			3.50 to 4.50	8
Harness-makers.....			2.25 to 3.00	9
Hod-carriers.....			2.25 to 2.75	8 and 9
Iron molders.....			3.00 to 3.50	9
Lathers.....			3.00 to 3.50	9
Laborers.....			2.00 to 2.50	8-9
Linemen.....			3.00 to 3.50	8
Machinists.....			3.50 to 4.00	9
Printers.....		21 to 25		9
Pressmen.....		18 to 25		9
Plumbers.....			4.50 to 5.00	9
Painters.....			3.00 to 3.50	9
Plasterers.....			4.00 to 4.50	8
Stonecutters.....			4.00 to 4.50	8
Stone masons.....			4.50 to 5.50	8
Steam and gas fitters.....			4.50 to 5.00	8
Street-car employes.....			2.00	9
Tinners and cornice-makers.....			3.50 to 4.00	8
Barbers.....		15 to 20		10
Cigar-makers.....		20 to 25		8

Statement showing tonnage shipped over Rio Grande Western Railway Company for year ending June, 30 1892.

Articles.	Quantity.	Articles.	Quantity.
Products of agriculture:	<i>Tons.</i>	Products of mines—Continued:	<i>Tons.</i>
Grain.....	10,854	Coke and charcoal.....	36,067
Flour.....	1,428	Products of forests: Lumber.....	35,588
Other mill products.....	1,392	Manufactures:	
Fruit and vegetables.....	20,965	Petroleum and oils.....	8,541
Hay.....	1,359	Sugar.....	38,031
Canned goods.....	6,423	Castings and machinery.....	9,078
Products of animals:		Bar and sheet metal.....	3,628
Dressed meats.....	298	Cement, brick, and lime.....	10,180
Other packing-house products.....	6,200	Agricultural implements.....	2,193
Wool.....	3,458	Wagons and carriages.....	4,087
Hides and leather.....	783	Wines, liquors, and beer.....	7,542
Live stock.....	10,730	Household goods and furniture.....	5,025
Products of mines:		Iron and steel nails.....	10,884
Anthracite coal.....	12,136	Merchandise.....	50,002
Bituminous coal.....	178,243	Miscellaneous.....	12,809
Ores.....	91,644		
Stone, sand, and clay.....	42,586	Total.....	632,288
Bullion.....	10,134		

Increase in pounds over 1893, 11.08 per cent.

Movement of freight traffic over Southern Pacific Company in Territory of Utah during the year ending December 31, 1891.

RECEIVED AT AND FORWARDED FROM OGDEN.

Articles.	Received.	Forwarded.	Articles.	Received.	Forwarded.
	<i>Tons.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Tons.</i>
Merchandise.....	115,803	143,275	Lumber and wooden ma-		
Hay and grain.....	875	11,547	terial.....	12,815	20,600
Fruit and vegetables.....	106,672	1,466	Coal.....	76	183,075
Live stock.....	4,295	535	Coke and charcoal.....	628	1,568
Dressed meats.....		10,608	Ore.....	14,080	61
Stone.....	2,919	890			
Brick.....	211	155	Total.....	258,374	373,784
Pig iron.....		4			

Movement of freight traffic over Southern Pacific Company, etc.—Continued.

FORWARDED FROM POINTS OTHER THAN OGDEN.

Articles.	Quantity.	Articles.	Quantity.
	<i>Tons.</i>		<i>Tons.</i>
Merchandise	544	Ore	27
Hay	24	Salt	107
Grain	5,664	Brick	502
Potatoes	156	Ice	221
Live stock	595	Lumber	10
Hides	10		
Wool	210	Total	8,070

UNION PACIFIC RAILWAY COMPANY.

I was not able to secure a report from the agent of the Union Pacific Railway Company.

List of companies organized and incorporated in Utah Territory and filed in the office of the secretary thereof during the year ending July 1, 1892.

MINING COMPANIES.

Name.	No. of shares.	Par value of capital stock.
Argentine Mining Co.....	300,000	\$900,000
Alma Mining and Milling Co.....	500,000	1,000,000
Annie Consolidated Mining Co.....	500,000	500,000
Bald Mountain Mining Co.....	100,000	500,000
Blue Jay Consolidated Mining Co.....	400,000	2,000,000
Bevans Mining Co.....	360,000	360,000
Blair Mining Co.....	500,000	500,000
Bountiful Gold and Silver Mining and Milling Co.....	1,000,000	1,000,000
Cane Spring Consolidated Gold Mining Co.....	100,000	500,000
Cleveland Mining Co.....	100,000	500,000
Cache Valley Mining Co.....	500,000	500,000
Deseret Gold and Silver Mining and Milling Co.....	600,000	3,000,000
Diamond Mining Co.....	500,000	500,000
Denver and Ogden Mining Co.....	1,000,000	1,000,000
Eureka Consolidated Mining Co.....	250,000	250,000
Eagle Mining Co.....	100,000	1,000,000
Ferris Gold and Silver Mining and Milling Co.....	600,000	6,000,000
Gold Belt Mining and Milling Co.....	500,000	500,000
Golden Star Mining and Milling Co.....	300,000	1,500,000
General Logan Mining Co.....	1,000,000	1,000,000
Gold Blossom Mining Co.....	100,000	1,000,000
Lincoln Mining Co.....	150,000	1,500,000
Lucky Boy Gold Mining Co.....	200,000	1,000,000
Mingo Smelting Co.....	5,000	500,000
Monte Cristo Mining and Milling Co.....	200,000	1,000,000
Monarch Mining Co.....	500,000	500,000
Morgan City Mining Co.....	500,000	500,000
Montreal Mining and Smelting Co.....	250,000	2,500,000
Mount Baldy Mill and Mining Co.....	300,000	300,000
Mineral Point Mining Co.....	100,000	100,000
Mohawk Queen Consolidated Mining Co.....	150,000	1,500,000
Mohawk Consolidated Mining and Milling Co.....	500,000	500,000
Muldoon Mining and Milling Co.....	300,000	300,000
North Dalton Mining Co.....	500,000	2,500,000
Nast Consolidated Mining Co.....	1,000,000	1,000,000
North Tintic Consolidated Mining Co.....	1,200,000	1,200,000
New Tintic Mining and Smelting Co.....	300,000	3,000,000
Old Jordan and Galena Mining Co.....	20,000	2,000,000
Ogden Mining Co.....	500,000	500,000
Ogden La Plata Mining and Milling Co.....	1,000,000	1,000,000
Opohongo Mining Co.....	100,000	200,000
Peruvian Consolidated Mining Co.....	150,000	150,000
Pine Cañon Mining Co.....	200,000	1,000,000
Pride of the Hills Mining Co.....	500,000	500,000
Pride of the West Mining Co.....	1,000,000	1,000,000
Richmond and Anaconda Consolidated Mining Co.....	500,000	500,000
Red Jacket Mining and Milling Co.....	2,000,000	2,000,000

Table of companies organized and incorporated in Utah Territory—Continued.

MINING COMPANIES—Continued.

Name.	No. of shares.	Par value of capital stock.
Retribution Mining and Reduction Co.....	500,600	\$500,000
Snow Flake Mining Co.....	100,000	500,000
Sundown and La Plata Mining Co.....	1,000,000	1,000,000
Silver Maple Mining and Milling Co.....	30,000	150,000
Silver Mountain Mining Co.....	300,000	3,000,000
Swansea Mining Co.....	100,000	500,000
Sampson Mining Co.....	500,000	500,000
Sunset Mining Co.....	200,000	1,000,000
Silver Spar Mining and Milling Co.....	300,000	1,500,000
Tetro Mining Company of Tintic.....	300,000	300,000
Turngreen Mining Co.....	250,000	1,250,000
Tintic Tunnel Co.....	500,000	1,250,000
Tintic Milling Co.....	200,000	200,000
Union Coöperative Mining and Milling Co.....	100,000	1,000,000
Utah Coal and Iron Co.....	2,500	250,000
Utah Public Sampling Co.....	3,000	30,000
Wasatch Mining Co.....	120,000	120,000
York Mining Co.....	200,000	1,000,000
Well Annie Mining Co.....	250,000	250,000
Rich Cache Mining Co.....	100,000	1,000,000
Connecticut Reduction Co.....	125,000	125,000
Total capitalization.....		66,185,000

MANUFACTURING COMPANIES.

Blue Cut Charcoal Co.....	80	\$8,000
Coalville Coke and Coal Co.....	100,000	100,000
Cache Pressed Brick Co.....	2,500	25,000
Chalk Creek Coal and Coke Co.....	100,000	1,000,000
Diamond, Kyune, and Castle Stone Co.....	50,000	50,000
Logan Brick, Pipe, and Tile Co.....	250	25,000
L. H. Dale Manufacturing Co.....	1,000	10,000
McKinnons Horse Collar and Manufacturing Co.....	1,000	10,000
Payson Electric Light and Manufacturing Co.....	200	10,000
Salt Lake Pickle Co.....	2,000	50,000
Salt Lake Power, Light, and Heating Co.....	500	50,000
South Ogden Clay and Manufacturing Co.....	5,000	500,000
Utah Saddlery and Harness Co.....	1,000	25,000
Utah Construction Co.....	1,000,000	1,000,000
Utah Pressed Brick and Tile Co.....	200,000	200,000
Wasatch Milling Co.....	500	50,000
Weber Farmers Milling and Manufacturing Co.....	10,000	50,000
Woods Cross Canning and Pickle Co.....	5,000	50,000
Total capitalization.....		3,213,000

LAND, STOCK, AND WATER COMPANIES.

Alta Stock Co., limited.....	5,000	\$500,000
Burke Land and Cattle Co.....	10,000	1,000,000
Cache Valley Land Co.....	10,000	1,000,000
Fremont Park Water Co.....	120	12,000
Herriman Irrigation Co.....	275	11,550
Leaming Water and Land Co.....	1,000	100,000
Lucerne Land and Water Co.....	5,000	50,000
Moab Irrigation Co.....	1,500	30,000
Midland Live Stock Co.....	500	50,000
Netherland Fine Stock and Dairy Co.....	10,000	50,000
Oquirsh Water and Land Co.....	4,000	400,000
Ogden Bench, Canal, and Water Co.....	50,000	50,000
Ogden, Utah, Hot Springs Co.....	16,000	160,000
Oquirsh Ranch and Live Stock Co.....	10,000	50,000
Strong's Cañon Water Co.....	3,000	75,000
Silver Creek Live Stock Co.....	4,000	40,000
Total capitalization.....		3,578,550

List of companies organized and incorporated in Utah Territory--Continued.

MERCANTILE COMPANIES.

Name.	No. of shares.	Par value of capital stock.
A. W. Caine & Co	1,000	\$10,000
American Fork Creamery Co.....	2,500	25,000
Ackerman Printing Co	300	30,000
Boxelder Meat and Produce Co.....	150	3,000
Barlow Thompson Grocery Co.....	2,000	10,000
Bountiful Lumber and Building Co.....	5,000	5,000
Cache Valley Broom Co	200	20,000
C. B. Durst Grocery Co	10,000	10,000
Dunford Shoe Co., The.....	200	20,000
Driver Mercantile Co	15,000	15,000
Electric Confectionery Co	5,000	25,000
Edward Sanborn Co., The	400	10,000
Freeze Mercantile Co.....	1,000	25,000
Hales Bros. Co.....	1,000	10,000
Hyrum Coöperative Institution.....	10,000	50,000
Inland Crystal Salt Co., of Utah.....	2,000	200,000
James E. Keenan Preserve Co.....	5,000	50,000
J. H. Layson Co.....	1,000	100,000
Junction City Paint Co.....	500	50,000
Kyune Dove Stone Co	100,000	100,000
Kaysville Creamery Co.....	140	3,500
M. S. Ascheim Mercantile Co	1,850	185,000
Payson Canning, Creamery, and Dairy Co.....	2,500	25,000
Provo Grocery Co.....	200	20,000
Remington, Johnson & Co	180,000	180,000
Salt Lake Music Co.....	800	40,000
Sykes Drug Co	1,000	10,000
South Ogden Mercantile Co.....	250	25,000
Salt Lake Implement Co.....	5,000	500,000
Twenty-first Ward Coöperative Mercantile Institution.....	2,000	5,000
Tintic Mercantile Co.....	500	75,000
Utah and Oregon Lumber Co.....	500	50,000
Wellsville Coöperative Mercantile Co.....	8,000	40,000
Wasatch Asphaltum Co	125,000	125,000
Wasatch Stove Co.....	1,000	100,000
Total capitalization.....	.....	2,151,500

BANKS.

Davis County Bank, The.....	250	\$25,000
Bank of Spanish Fork.....	250	25,000
Lehi Commercial and Savings Bank.....	500	50,000
Mount Pleasant Commercial and Savings Bank	500	50,000
Springville Banking Co.....	500	50,000
Total capitalization.....	.....	200,000

MISCELLANEOUS CORPORATIONS.

Assembly Hall Association	10,000	\$10,000
Brigham City Electric Co.....	500	25,000
Brighton Theater Co.....	2,500	2,500
Becker Brewing and Malting Co.....	50,000	50,000
Children Building and Savings Association.....	50,000	5,000,000
Coalter and Snelgrove & Co	35,000	35,000
Citizens' National Gas Co.....	100,000	100,000
Cataract Navigation Co.....	5,000	50,000
Daily Miner Publishing Co	10,000	10,000
Dispatch Printing and Publishing Co.....	2,500	25,000
Hot Salt Lake Improvement Co.....	300,000	300,000
Helper Townsite Co.....	50,000	50,000
Harris Self-writing Table Co	100	5,000
Indiana Natural Gas and Pipe Line Co	100,000	1,000,000
Journal Publishing Co.....	2,500	25,000
Keisel, Shilling & Danilson Co.....	3,000	30,000
La Plata Hotel and Mercantile Co.....	1,000	10,000
Masonic Temple Association.....	10,000	100,000
Mound Fort Educational Institute.....	400	4,000
Maynes, Wells & Schofield Co	1,000	10,000
New America Gas and Fuel Co	500,000	5,000,000

List of companies organized and incorporated in Utah Territory—Continued.

MISCELLANEOUS CORPORATIONS—Continued.

Name.	No. of shares.	Par value of capital stock.
Ogden Improvement Syndicate	100,000	\$1,000,000
Ogden Ensor Institute.....	100,000	100,000
Plymouth Rock Building and Loan Association	30,000	30,000,000
Read Hotel Company	180,000	180,000
Smythe, Britton & Poore Co	300	30,000
Salt Lake City Gas Co.....	1,500	150,000
Salt Lake Driving Park Association.....	500	50,000
Students' Loan Association of Utah	10,000	10,000
Solar Crystal Salt Co	10,000	50,000
Sanborn Medical Co	500	50,000
Salt Lake Keeley Institute	20,000	200,000
Salt Lake National Gas Co	500,000	500,000
Salt Lake Gilsonite Co.....	150,000	150,000
South Ogden Land and Building and Improvement Co	5,000	500,000
Southwestern Trust Co.....	5,000,000	5,000,000
Utah Sheep Co	25,000	25,000
Utah Normal College and Conservatory of Music Association	120,000	120,000
United States Gas and Oil Co	150,000	150,000
Utah Colonization and Improvement Co	10,000	1,000,000
World's Fair Transit and Milling Co.....	1,000	10,000
Western Loan and Savings Co.....	10,000	1,000,000
Total capitalization.....		52,116,500

INDUSTRIAL CONCERNS.

Statement showing the amount of salt produced by evaporation of the waters of Great Salt Lake during the years 1891 and 1892 as reported by persons manufacturing it.

Name and location.	1891.	1892.
	<i>Tons.</i>	<i>Tons.</i>
Adams & Kiesel Salt Co., Syracuse	20,000	15,000
Deseret Salt Co., Farmington	10,000	10,000
Jeremy & Co., North Point*	13,000	5,000
Groilliam Bros., Hooper†	7,000	12,000
A. H. Nelson, Brigham City.....		(‡)
People's Forwarding Co., Lake Shore.....	8,000	7,000
Inland Salt Co., Saltair.....	90,000	75,000
Total	148,000	124,000

* Succeeded by Jerney Salt Company.

† Succeeded by the Solar Crystal Salt Company.

‡ No report; discontinued for this year.

PISCICULTURE.

During the past few years shad, bass, eels, and other fish have been planted in the public waters of Utah. It does not now appear that the success it was anticipated would follow from growth and multiplication of the millions of shad fry put into the Jordan River and Utah Lake will be realized, at least to its full fruition. In November, 1889, there were exposed for sale in the Salt Lake market over 100 young shad taken by a Lehi fisherman from Utah Lake. These would average $1\frac{3}{4}$ pounds a piece and were fat. Subsequently a couple were caught and sent to the Territorial fish commissioner, one a male, ripe with sperm, the other a female, ripe with eggs, which weighed 2 pounds apiece and were some 16 inches in length. These were photographed and afterwards placed in the Deseret Museum, where they could be seen by the

public. Since these last two were taken no further catch of shad has been reported, notwithstanding the fact that a liberal reward was offered for samples. The fishermen living in the towns skirting the lake have been consulted, but they all say they have neither seen nor have they heard of any shad having been seen or caught by others. Many of them express the belief, however, that they may be found in the south end of the lake, where the water is brackish and consequently more suited to their natural habitat. It is asserted that salt springs abound in that end of the lake, and that shad being a salt-water fish, they would naturally go there for food and a home. Others are of the opinion that the countless suckers, chubs, and mullets abounding in the lake, which were for years, until within a few months ago, protected by law, have eaten the spawn and fry of the shad, so that increase was practically cut off.

Still others assert that fishermen engaged in the interest of Colorado parties have been taking fish from the lake right along without let or hindrance by the authorities and shipping them to the markets of Colorado, which have offered and are offering greater financial inducements to fishermen than our own markets offer. There is reason to believe that all these cases combined have decimated and isolated the shad and that, until they have sufficient time for increased multiplication, but few, if any, will be heard of.

The black bass planted in Utah Lake, November 1890, it is believed are doing nicely. Numbers have been taken which were in good condition and showed encouraging growth. Two samples taken eleven months after planting can also be seen in the museum.

From the 500,000 shad fry planted in Weber River and the 1,891,000 put into Bear River and Lake in 1891 it is too early to expect any information.

Nothing has been heard from the large eels put into the Jordan River in 1887, although numerous inquiries have been made concerning them.

It is to be regretted that the last legislative assembly did not provide for the establishment of a Territorial hatchery through which our depleted waters would annually be replenished with millions of young trout and other choice fishes at a nominal expense.

THE GREAT SALT LAKE.

Prof. E. J. Talmage, of Salt Lake City, has devoted much time and attention to the study of the waters of the Great Salt Lake. It has been the general opinion that no form of life existed in this briny sea. From Dr. Talmage I learn that forty years ago Dr. Yale showed the solid contents of the waters of the lake to be 22.282 per cent, and the density 1.17. In 1869 Mr. Allen reported the water as containing 14.9934 per cent solids. Prof. Talmage analyzed the water in December, 1885, and found 16.7162 per cent solid matter, with a density of 1.1225. A later analysis, in August, 1889, gave the density as 1.1569, and the total solids in solution as 19.5576 per cent. It is fairly safe to assert that under the conditions now prevailing in the Great Basin the waters of the lake average from 16 to 18 per cent solid contents. As would be expected, few species of living things have been found in its waters; yet the assertion that no life exists therein is entirely unwarranted. Prof. Talmage vouches for the occurrence of each of the following, most of which are abundant: (1) Larvæ of a species of the tipulidæ, described as *Chironomis oceanicus* (Pack). (2) Larvæ and pupæ of *Ephydra gracilis* (Pack). The pupa-cases of this insect accumulate in

great numbers upon the shores, where they undergo decomposition, with emanation of very disagreeable odors, recognizable at a distance of miles from the lake. (3) One species of corixa, probably *C. decolor* (Uhler). (4) But by far the most abundant is *Artemia pertilis* (Verrill), commonly called the brine shrimp. The structure and habits of the *Artemia* would prove a most interesting subject of investigation.

These tiny crustaceans exist in the lake in great numbers and often tint the waters in wide areas. After a long period of calm weather they congregate near the shores, but a rain drives them into deep water. Prof. Talmage has captured them in the lake at every season; they are most numerous, however, between May and November, during the whole of which period females with pouches filled with eggs may be taken. The females largely preponderate in numbers and they are very prolific. They adapt themselves to very wide variations in the composition of the water. They have been taken from the open lake when the water on analysis showed 19.55, dissolved solids, of which amount 15.74 per cent was salt, and have been found alive and active in the evaporating ponds of the salt works, when the water was nearly saturated with salt. Some have been kept alive for periods varying from eight to eighteen hours in fresh water only. They feed upon the pupæ of a small fly (*Ephydra gracilis*) which abounds in the lake, and also upon salt-water algæ which in places line the shores of the lake. The shrimps are found only near the surface of the water.

In September, 1892, during a cruise upon the lake, Prof. Talmage found the tiny crustaceans very abundant. With a small tow net he soon gathered a quart. By washing with fresh water the excess of lake brine was removed, after which the shrimps were cooked and found to be very palatable and nutritious. Without doubt, if these shrimps could be profitably caught and preserved they would soon be considered a delicacy. They make up by numbers what they lack in size. Much has been said at different times as to the possibility of accommodating fish to the lake as a home. In the absence of experimental data it would be rash to conjecture as to the feasibility of such a plan; but this is certain, should fish be ever reared in the lake their food supply is ample.

TERRITORIAL LEGISLATION.

The biennial session of the legislative assembly was convened on January 11, 1892, and continued in session the full limit of sixty days. It was in some respects a notable legislature. It was the first in the history of the Territory which contained members elected on national party lines. Of the 12 members of the council 8 were elected by the Democrats and 4 by the Liberals; of the house of representatives, 16 were elected by the Democrats and 8 by the Liberals. The Republicans nominated candidates in nearly all the districts, but did not succeed in electing a member of either house.

The Democrats were thus placed in absolute control of the work of legislation at the most important period in the history of the Territory.

The past three years have been marked by a remarkable development of our business interests. Real estate has advanced rapidly in value, large deposits of mineral have been uncovered, the live-stock interests have increased in number and value, and everywhere can be seen the gratifying evidences of constantly increasing prosperity. In a political sense there has been a wonderful advance. The majority of the people dissolved the political ties which for more than forty years

had united them against all other parties, local and national, and declared their purpose to work and vote and act hereafter on and within national party lines. This was the condition of business and politics in the Territory at the time the legislature met, and it was the general expectation that the majority party would in deserved recognition of the generous confidence of the people strive to give the Territory such legislation as would promote and foster the happiness and prosperity of the people. The leaders and press of the party confidently declared this expectation would be met.

Just before the final adjournment, the following memorial to Congress, respecting the course of the governor and his exercise of the power of absolute veto, was adopted. It was opposed by every liberal member and did not receive the united democratic vote.

To the Senate and House of Representatives of the United States in Congress assembled:

We, your memorialists, the legislative assembly of the Territory of Utah, most respectfully represent, that we have heretofore presented to you a memorial showing the condition of government in this Territory, the helplessness of the people's representatives in the legislature to pass needed legislation, and praying that you enact into a law the bill for the local government of Utah introduced into the House of Representatives by Delegate Caine and in the Senate by Senator Faulkner.

Now, at the close of this the thirtieth session of the legislative assembly, we desire again to represent that our experience during the session has emphasized the necessity for such legislation, and has again made prominent the pernicious and objectionable features of our present system of government.

We, the representatives of the people of Utah, have earnestly endeavored to enact into a law, first, an election law, necessary to the proper conduct of elections in this Territory, which the governor, as we believe, wrongfully disapproved. This we attach, together with the veto, to this memorial. We also represent that, in response to a well-nigh universal sentiment in the city of Salt Lake, and at the request of a committee of the city council and of the chamber of commerce of such city, we have passed a carefully prepared and well-considered bill for the government of metropolitan cities in Utah, which was intended to and will apply only to Salt Lake City at the present time. This bill the governor, as we believe, wrongfully has also refused to approve. The bill, with the veto, is also herewith communicated.

We desire further to represent that the people of the Territory of Utah, desirous of being represented at the World's Columbian Exposition, to be held in the city of Chicago in 1893, have passed an act appropriating \$50,000 for making a suitable representation of the wealth and resources of the Territory at that exposition. We have in that bill provided the names of representatives, honorable, permanent residents of the Territory of Utah, who shall constitute a commission to expend this money; the names selected being representatives of all political, social, and commercial classes of the Territory. This bill the governor has vetoed. We attach it, with his veto, to this memorial. The real reason for the veto is not at first apparent upon the face of it. He claims that it is in violation of the organic act of the Territory. The reason which he actually gives, and which does exist, is that he desires to name the board of commissioners who shall expend the money.

During the session of the legislature the governor has vetoed — bills, out of a total of — passed. These bills were all carefully considered by the legislature, and passed to meet what were believed to be evils and wants existing in the present system of our legislation. It would too much prolong this memorial and accompanying documents to attach all these bills and vetoes to it.

We respectfully ask that the Congress of the United States approve and enact for us into a law the bill which has been passed and which is attached, making an appropriation for the benefit of the World's Columbian Exposition. We do this for the reason that there will be no other session of the legislature that can make such appropriation; and we have no power, even by a unanimous vote, to make such appropriation over the absolute veto of the governor, and this Territory must suffer for want of representation at that exposition unless Congress will grant this relief.

In this connection we desire to call attention to the fact that for many years past the Territory of Utah has had a defective lien law. The present legislature passed a law to relieve mechanics, laborers, and material men, miners and contractors, from the evil effects of that law. The legislature during its present session passed a law which fully met all the evils that have been suffered in the past and which protected fully such persons from loss. This bill, too, met with the disapproval of his excellency.

We also respectfully ask the Congress of the United States to approve the registration and election law which has passed the legislature pursuant to the act of Congress, which, according to our belief, fully meets the spirit and intention of the law of Congress which created the Utah Commission, and which, if approved by your honorable body, will dispense with the services of said Commission, and thereby relieve Congress from a large annual expense in the conduct of local elections in the Territory. In our judgment this bill should be speedily approved, for the reason that the general election will occur on the first Tuesday after the first Monday of November next.

We again renew our request to Congress to relieve us from the present situation of affairs in this Territory, and to give to the people here the privilege of governing their own affairs in their own way and at their own expense by officers of their own selection.

A brief résumé of the most important measures passed will show how far the legislature responded to the reasonable hopes of the people and were in spirit and purpose "the representatives of the people of Utah," and how far bills "were carefully considered by the legislature and passed to meet what were believed to be evils and wants existing in the present system of our legislation," and to what extent the governor vetoed such bills.

POLYGAMY, ETC.

Early in the session an act was passed providing for the punishment of polygamy and other kindred offenses.

The provisions of the act were, with one or two exceptions of minor importance, the same as those of the national law. The benefit of the law will be felt when the Territory is admitted to the Union.

It is usually provided in the act of admission that the Territorial statutes shall continue in force until repealed or amended by the legislature, and as the national law will cease to be in force when Utah becomes a State, the benefit of such a law will be seen. The law was passed by practically a unanimous vote, and the Liberal party in its Territorial convention congratulated the people upon the passage of the law.

LABOR DAY.

In response to a general demand from the labor organizations an act was passed setting apart the first Monday of September in each year as a legal holiday.

BOARD OF EQUALIZATION.

A well-prepared and comprehensive act was passed providing for a Territorial board of equalization. The need of such a law has been felt in past years. Under its provisions corporate property reaching into more than one county is now assessed by the board, and not by different assessors of different counties; a practice which has resulted in much dissatisfaction and injustice. There has also been much complaint of the unequal assessment between the counties. This it is believed will be remedied by the new law.

ELECTIONS.

A much-needed act was passed consolidating the elections of the Territory. Under the old law a general election for school trustees was held on the second Tuesday in July annually and for Territorial and county officers on the first Monday of August annually. An election for Delegate to Congress was also held in November biennially. Municipal elections were also held throughout the Territory in nearly every month of the year. The act when first presented to me contained pro-

visions extending the term of certain officers in some cases nearly a year. In the case of Salt Lake and other cities the election for municipal officers was to be held within ten days after the passage of the act, and it was the generally expressed opinion that the attempt to delay the election in the cities was made to serve partisan ends only. I returned the act to the legislature with the following message. The changes recommended were made and the act approved:

I return herewith unapproved C. F. No. 2, entitled "An act in relation to elections and tenure of office."

If the act be amended by inserting in section one, after the word "county," the word "school," and by striking out section three and by inserting in section four, after the word "Territory," the words "except cities of the metropolitan class," I will approve it.

I suggest the amendment to section 1 for this reason: The act as submitted to me provides that the schools shall be held on the same day as the municipal elections. This will make no difference to voters in the school districts embraced within the corporate limits of cities and towns, but it would to the large number who live in school districts lying outside. It seems to me it would be better for them to hold their school elections on the same day as the general election.

I am unwilling to approve section 3 for these reasons: In the cities of Salt Lake, Provo, Kaysville, and Richmond all the arrangements have been made for holding the biennial municipal elections; the voters have been registered; the election notices posted; the judges of election appointed, and the expense incident to such elections incurred. Candidates have been nominated by the different political parties, and the election is but ten days distant. The approval of this section on the eve of election would be a denial of the right of the citizens to elect their officers. The reasons which have been given in support of such legislation seem to me to be purely partisan. I do not believe the public interests will be served by such action. On the contrary, in one of the cities named, if I accept as true the public and official declarations made by those who urge this legislation, the administration of public affairs has been unworthy of public confidence.

It has been repeatedly claimed the people were only waiting for an opportunity to vote a change, and yet I am asked to approve a law continuing in office the administration so bitterly denounced for the period of nearly eleven months.

My strongest reason for refusal rests on the fact that, the time having arrived for holding the elections and the terms of the officers having expired, the people have a right to say who shall succeed them.

I suggest the amendment to section 4 for the reason that, the bill now pending before the legislature providing a form of government for metropolitan cities contains election provisions in conflict with the act herewith returned. If the bill should become a law the amendment would harmonize the two measures, and if it does not no harm would follow from its adoption.

If the act be amended as I have suggested, it will provide for one election in each year in cities and towns, and one every two years in the Territory outside of the cities and towns, the municipal and general elections occurring in alternate years.

BEFOULING WATERS (SHEEP LAW).

The passage of what was popularly known as the "sheep law" excited universal interest and opposition.

Section 1 of the act made it a misdemeanor to befoul the waters of any stream used for domestic purposes.

Section 2 was substantially as follows:

SEC. 2. To herd cattle, horses, or sheep within 1 mile of any stream used by the inhabitants of any town, city or settlement for domestic purposes.

A violation of the law was made a misdemeanor. A few words will show clearly the injustice of section 2.

In Utah, as well as throughout the intermountain country, the people do not herd their cattle and horses; these animals are placed on the public lands and allowed to roam at will. It is only the sheep that are herded, and section 2 was looked upon as being specially devised to strike at the sheep industry, which was really the case.

There is not a stream in Utah which does not furnish water to some

settlement in the Territory for domestic purposes, unless it be the Grand and Colorado rivers, whose waters are buried in deep cañons, and the provision that the sheep should not be herded within 1 mile of any stream was in effect a notice to leave the Territory or to abandon the industry.

The streams of this intermountain country have their sources in the heart of the great mountain ranges, on which the sheep graze in the summer time. The streams are frequently so close together that it would be impossible to herd the sheep on the mountain ranges and not violate the law.

The sheep industry is the second largest in the Territory, is steadily growing, and yields wealth to the people and revenue to the Territory.

A flood of protests was received by the governor against the approval of the act. They were signed by representatives of all classes, irrespective of party. I returned the act with the following message. The recommendations were adopted and the act as amended approved.

I return herewith House File No. 65, entitled "An act to amend section 2264 of the compiled laws of Utah, 1888, befouling waters."

It is hardly necessary for me to refer to the importance of the industry which the act affects. Its value and benefit to the Territory are well recognized. I consider the act too far reaching in its provisions. It is impossible to estimate the extent of the injury it would inflict upon sheep-owners if it became a law.

I suggest that it be amended to read as follows:

(4) To dip or wash sheep in any stream, or to construct, or maintain, or use any pool or dipping vat for dipping or washing sheep in such close proximity to any stream used by the inhabitants of any city, town, or village, for domestic purposes, as to make the waters impure or unwholesome, or to construct or maintain any corral, yard, or vat to be used for the purpose of shearing or dipping sheep within 5 miles of any city, town, or village, where the refuse or filth from said corral or yard would naturally find its way into any stream of water used by the inhabitants of any city, village, or town for domestic purposes.

(5) To establish and maintain any corral, camp, or bedding place for the purpose of herding, holding, or keeping any cattle, horses, or sheep within 5 miles of any city, town, or village, where the refuse or filth from said corral, camp, or bedding place will naturally find its way into any stream of water used by the inhabitants of any city, town, or village for domestic purposes.

CITY CHARTERS.

I returned an act amending the charters of certain cities with the following message. The change was made and the law approved.

I return for amendment C. F. No. 103, entitled "An act to amend an act supplementing and amending the charters and defining, prescribing, and regulating the powers, duties, and government of cities of the first and second class."

I recommend that all of section 1, after the word "year" in line 17, be stricken out. The purpose sought to be accomplished by this part of the section is fully covered by section 13 of the act of which this act is amendatory.

BUILDING AND LOAN ASSOCIATIONS.

A very important act was passed for the government and control of building and loan associations. The present law is regarded as a safe and carefully guarded law. It would have been a very easy task to have amended it to accomplish the purposes of the act. The act was very crudely drawn, and contained provisions which properly belong to a banking law and have no part or place in a law providing for the government and control of building and loan associations. My veto message will show more clearly the character of the law. The people of Utah have suffered financially from the operations of companies of the character authorized by the act, and there was a very general feeling

that any law giving to such companies greater powers ought not to be approved.

I return, unapproved, C. F. No. 5, entitled "An act to provide for the organization, government, and control of building and loan and savings associations, both domestic and foreign, doing business in the Territory of Utah, and other Territories, States, and nations."

This is an act to provide for the organization and business of foreign and domestic loan and savings associations. It contains thirty-three sections, and not only is intended to provide for the organization of the companies, and the securities they shall give, but provides for the details of conducting the business, and requires all such companies now organized under other laws to conduct their business after ninety days under these laws. The act is imperfect in its provision for organization; seems to be more in the interest of foreign than of domestic corporations, and for the latter the law now existing seems sufficient and better, and I do not know that existing companies desire to be put under the provisions of this act. A law providing for the organization of the companies and for depositing their securities, and omitting to prescribe the method of conducting the business, would be much better, and would not put on legislators the burden of passing upon all the details of conducting the business, and it would leave different companies some discretion as to the manner of their business, and not confine all to the same details without reference to their circumstances.

This law requires no capital. Five persons who can pay for a certificate can become a loan and savings company. There are expressions referring to the annual meeting, but no meeting of any kind is provided for; and it is not even provided a stockholder may vote, unless by implication; and there is no tenure of office prescribed for officers, except to hold until successors are elected and qualified; and it is provided directors shall not be removed without the consent of a majority of the holders of the stock in force. The act in its long business details has evidently been copied from the laws of some other State, but there is an omission of the essential organizing and governing provisions; that is, it contains what could be better omitted, and omits what is necessary. Unless the five incorporators elect themselves directors, and then as directors elect other officers, there is no way of getting officers provided. As no meeting, or voting, or tenure of office is provided, they are then in, if in at all, perpetually.

The provisions for security are not satisfactory. Debentures may be issued without limit, and the only security is the excess of mortgages deposited over \$50,000, and no ratio between the debentures and the securities is provided. Foreign corporations may do business in the Territory on much easier terms than domestic corporations. They are only required to file a certificate that each has \$50,000 in mortgages deposited in some other State or country, and they can act here, unless some other State imposes some other conditions on foreign corporations, and if so the like conditions may be imposed here. Of course that deposit in another State is to secure shareholders and creditors there, but on that any amount of business can be done here, while domestic corporations have to deposit all their mortgages.

The long details of the business mechanism in the bill only cover over substantial defects. I believe that the present law governing building and loan associations can be amended to accomplish the purpose of the act.

CHANGE OF VENUE FROM JUSTICES' COURTS.

Under the existing law a change of venue from a justice's court is subject to the pleasure of the court. It was proposed to change the law and provide for a change of venue upon the affidavit of a party to the suit. In the larger cities where there is more than one justice of the peace, or in thickly settled communities where the precincts are small, the change would have been of benefit; but in the remoter settlements where the justices are frequently 20, 30, and more miles apart it would have been a positive hardship, and would have worked in many cases a denial of justice. To obviate this I suggested the following amendment:

I return herewith H. F. No. 11, entitled "An act to amend section 3538 of the compiled laws of Utah, 1888."

There is much that can be said for and against such a law. The proposed change, while it might prove of benefit in large cities or in places where the settlements are close to each other, in the more remote settlements would, I think, work a hardship

to the people. I therefore suggest that it be amended as follows: "Provided, no change of venue shall be allowed under subdivision 2 of this section, unless there is a justice qualified to hear the case within 5 miles, and the case, if the venue is changed under subdivision 2, must be transmitted to a justice within 5 miles of the office of the justice before whom the action is brought."

COUNTY BONDS.

I returned for amendment an act authorizing counties to issue bonds. The amendments were suggested for the purpose of perfecting the act, and were accepted. It was of the utmost importance that the law authorizing the issuing of county bonds should be clear and explicit, and carefully guarded in all its provisions. The validity of the bonds might be questioned, or a loosely worded law might seriously affect their market value. I give herewith the message:

I return herewith H. F. No. 30, entitled "An act authorizing counties to issue bonds for the purpose of funding outstanding indebtedness, and other purposes," and respectfully suggest that it be amended as follows:

SECTION 1. In line 1 after the word "construct" insert the words "add to." In line 2, after the word "buildings" insert the words "or purchase the grounds therefor." In line 6, after word "are" insert the word "considered." In line 7, strike out the word "for" and insert the word "in." In line 10, after the word "taxes" commence a new sentence. In line 12, after the word "bearing" strike out the word "a" and insert the words "an annual." In line 15, after the word "the" insert the words "principal and interest of such bonds shall be payable at such place as the county court shall direct, and." In line 16, after the word "years" strike out the words "is hereby" and insert the words "may be." In line 17, strike out the words "provided, that." In the same line strike out the word "shall" and insert the word "may." In line 22, strike out the word "and" and insert the word "but." In line 23, strike out the word "said" and insert the word "a." In line 28, after the word "advertised" insert the words "for sale and disposition." In line 30, after the word "and" insert the word "also." In line 31, strike out the words "provided, further." In line 32, strike out the word "that." In the same line, after the word "loan" insert the words "and issue of bonds made to secure the same." In line 33, at the end of the line after the word "as" insert the words "the first loan, and bonds, principal and interest."

SEC. 2. Insert at the end of line 3 after the word "the," the word "county." In line 4 after the word "issuing," insert the words "the same." In line 9 after the word "attached," insert the word "thereto." In line 15 after the word "issued," insert the words "and delivered."

SEC. 3. In line 8 after the word "treasurer," insert the words "and may be sold." In line 10 strike out the words "provided that." In line 11 strike out the words "and provided further." In line 12, after the word "bonds," strike out the words "voted for," and insert the word "issued." In line 16 strike out the word "exhausted" and insert the words "disposed of, and after said bonds are disposed of, the county issuing them shall be estopped from contesting the validity of the same and the same shall be upheld by all courts."

SEC. 4. In line 2 after the word "shall," insert the word "annually," and after the word "a" insert the word "tax." At the end of the section make "bond" plural.

SEC. 6. In line 5 after the word "thereafter," insert the words "the county clerk."

These amendments are, in my opinion, necessary to insure the validity and sale of the bonds that may be issued.

WEIGHING OF COAL.

I declined to approve an act to provide for the correct weighing of coal at coal mines, in the shape it was presented to me.

My objections to the measure are given in the message below. The coal found in the Pleasant Valley country requires careful working by the miner or the waste is very large. The coal breaks very easily, and the percentage of loss from dust and unmerchantable coal is quite large. The proposed law would have placed the company at the mercy of the miner, who would have had no incentive to mine merchantable coal, as

under the law he would be paid the same wages for waste as for coal. The amendment I suggested is practically the Pennsylvania law.

I return, unapproved, H. F. No. 77, entitled, "An act providing for the correct weighing of coal at coal mines, and other matters hereinafter mentioned."

My objection to this act is, that by the provisions of section 1 it attempts to regulate the business of private corporations and prevent them from making such contracts with employes as they choose, and in this it goes beyond the scope and probably beyond the power of legislation. I am told the facts are that the screened coal is the only product of the mines of any considerable value; the screenings, when they can be sold, bring about 50 cents per ton, and part is not sold and has to be handled as waste; that a good miner, by his care and skill, and using as little powder as possible, saves far more merchantable coal and makes less screenings and earns more wages even from a less gross product than the bad miner. If this is true, and I see no reason to doubt it, the effect of this act would be to reduce the good and bad miners to the same level. Neither would have any interest in getting out merchantable coal, but would probably work to get out the largest amount, even if most of it was unmerchantable. The company would pay no more for mining than it does now, and no law can compel it to do so, but it would pay each miner the average pro rata of what the screened coal produced by all came to, and its coal would probably be wasted, and good and bad miners would be paid equally. Or it might screen each man's coal and fix the price for mining the unscreened coal in accordance with the net result.

Even if a company could be made to pay for mining unscreened coal as much as for screened coal, it would merely increase the cost of production, and the excess of price would fall on the consumer.

I consider section 1 impracticable and unjust to the good miner. I have no objections to the other section, and if section 1 be amended to read as follows, I will approve it:

SECTION 1. That after the passage of this act, any miner employed by an individual, firm, or corporation for the purpose of mining coal, shall be entitled to receive from his employer, and failing to receive then to collect by due process of law, at such rates as may have been agreed upon between the employer and the employed, full and exact wages accruing to him for the mining of all sizes of merchantable coal so mined by him, whether the same shall exist in the form of nut or lump coal, and in the adjudication of such wages, 80 pounds shall be deemed 1 bushel, and 2,000 pounds net shall be deemed 1 ton of coal.

AGRICULTURAL COLLEGE APPROPRIATION.

At the biennial session of 1888 a law was passed creating the Agricultural college. The law provided that the governor and secretary of the Territory, with the assessors of five counties named in the law, should form a board of trustees, *ex officio*, to govern and control the College. They were authorized to receive and expend all money granted to the institution for its support and for building purposes.

Under the decision of the Supreme Court of the United States so much of the law as provided that certain Territorial and county officers should be trustees, *ex officio*, was held to be invalid and in conflict with the organic act, which vested the power to make such appointments in the governor. In accordance with this decision the governor nominated a board of trustees in 1890, and they were unanimously confirmed. In 1892 the governor again nominated a board, and they were again unanimously confirmed. I have mentioned these facts to show there was no objection to the trustees. In fact, they were all men of high character, appointed irrespective of party or creed. The Agricultural College has grown so rapidly, that it was found necessary at the late session to appropriate \$65,000 to complete the buildings according to the plans originally adopted. When the appropriation bill was about to pass an amendment was offered placing the \$65,000 in the hands of a commission named in the amendment, and divesting the board of trustees of the college of the powers and duties conferred upon them by the existing laws. The underlying purpose which prompted this amendment was the promotion of partisan ends. The college board

was Republican, the proposed commission was Democratic. This action of the legislature was opposed by the Liberal members and was generally condemned by the people. I give herewith my message announcing my approval of the appropriation act and referring to the partisan action of the majority:

I have received H. F. No. 134, entitled "An act making appropriations for general purposes."

I notice an unusual provision affixed to the appropriation for an addition to the Agricultural College. It is provided that the money shall be expended under the direction of three persons named.

It is usual when some public work is undertaken, and when there are no properly appointed and qualified officers to do the work, to name the agents of the State in the creative act.

But in the case of the Agricultural College there was no such necessity or excuse.

I have received from the chief clerk of the council an official notification of the confirmation, without one dissenting vote from the majority party, of the persons who were nominated to be trustees of the Agricultural college irrespective of party or creed. They are men of experience, character, and capacity. It has been the uniform practice of the legislature to intrust the expenditure of the money appropriated to the use of the public institutions to the supervision of the boards in control of their affairs. For the first time in our history an exception is made, the time-honored custom is departed from, and an unmerited slight placed upon honorable men. The motives which have prompted this unjust action are wholly partisan. If this action was embodied in a measure by itself I should treat it as it deserved, but it is included in the bill which makes appropriations for the use of the public institutions and for other public purposes.

I am therefore constrained to waive my objections to the public interest, which interests must not be sacrificed on the altar of party or personal hate.

The board of trustees appealed to the district court at Ogden, Utah, and the court held the action of the legislature to be invalid, and on appeal the supreme court of the Territory unanimously affirmed the decision.

WORLD'S COLUMBIAN EXPOSITION.

The following is my veto of the act to provide for a proper exhibit at the World's Columbian Exposition of 1893:

I return C. F. No. 29, entitled "An act to provide for the collection, arrangement, and display of the products of the Territory of Utah at the World's Columbian Exposition of 1893, and to make an appropriation therefor, and provide for an additional levy of Territorial taxes."

The provisions of the act with regard to the appointment of Territorial commissioners seem to me to be in conflict with section 7 of the organic act. If it is amended in this respect I will approve it.

In the consideration of the bill the right of the governor to appoint the commissioners was not questioned until the closing hours of the session. It was regarded by the press and public as not in controversy. The question as to who should appoint the commissioners was not in itself of much importance, but after the long struggle to have the prerogatives of the governor recognized in Utah, and after the efforts to evade it, I deemed it my official duty to guard it in all proper cases from direct or indirect encroachment. It seems to me to be reasonably clear that while the line between an office and an agency is not always clear, there were in this case all the essential characteristics of office, and no usual or essential characteristics of agency. One who acts under authority of public law and in the discharge of public duties, as a rule, is an officer. Even the principal managers of private corporations, with duties largely, if not wholly, of a private nature are called officers, because the law provides for their appointment. One who acts under the authority of a private person in the discharge of private duties is an agent, though the agent and officer may do acts of the

same general nature either prescribed or discretionary within limits. The employé of an officer, unless in the case of a deputy authorized by law, would not be an officer, for neither the appointment nor authority would come directly from the law. These commissioners were to act for the whole Territory, and under the authority of a general law, which defined the scope of their powers, and their discretion was to be exercised within the general limit. The money to be expended was public money; and if the expenditure was beneficial, the benefit would accrue to the whole Territory. If accountable at all, it was to the lawmaking power. The money was to be raised by a special tax levied upon the whole Territory, and the people can not be required to pay taxes except for a public purpose.

In one case Chief Justice Marshall looked to the permanence of the duty as a circumstance to distinguish the officer from the agent. If this is an absolute test, these commissioners were not officers. If it is only one circumstance, then it is not controlling when all the circumstances point to official duty. Later cases do not regard this as a decisive test, and it seems clear it can not be. There may be officers where the duties are not expected to be continuous, and if there is to be an officer so long as there is occasion for one, and the quality of the duties, so long as they exist, are official, there would seem to be no weight in the circumstance. Sudden exigencies, like war, may call for civil and military officers while the temporary demand exists, and a court, or judge, or referee lawfully appointed to hear a single case may act officially. The commission to determine the Presidential election some years since performed an official duty, and they acted under the authority of law in a public matter, but their duties did not survive the single case.

If the test of public authority and public duty is applied, there is always a clear line of distinction. If this is abandoned, no test line can be drawn.

For these and other reasons it seemed to me it was my official duty to return the bill unapproved. The legislative council twice voted that the governor had the right to appoint, and it was not until the matter took a partisan turn that this right was seriously disputed. Propositions were made to me by prominent Democrats to the effect that if I would agree to appoint a majority of Democrats on the commission there would be no further opposition to my right to appoint.

The decision of the supreme court of the Territory in the Agricultural College case, elsewhere referred to, fully sustains the position taken by me.

PROTECTION OF DISCHARGED EMPLOYÉS.

The "act for the protection of discharged employés" was returned with the following veto. The character of the act is clearly shown by the message:

I return without my approval H. F. 43, entitled "An act for the protection of discharged employés." This act is intended to prevent what is known as blacklisting, and if it only prohibited willful attempts to prevent a discharged employé from obtaining employment, or false statements of the causes for discharge, or posting lists of discharged employés to prevent their employment, it might serve some useful purpose. As it stands it is impracticable and unjust. The act applies only to corporations, though corporations are not the only employers.

Section 1 prohibits any corporation or its agent from giving any reason for discharging employés unless in writing, and to one proposing to employ him, and requires a copy to be furnished to the employé within ten days after demand to the address named. If the reason for discharge is not in writing, or to a proposed employer, it would be deemed an attempt to prevent employment, however truthful it

might be, and if a copy is not given in writing, no reason, not even the truth, can be given. This would require a record of the discharge of all employés, and a retained copy of the reasons for the discharge from which another copy could be made, or else the corporation and its agents must say nothing.

Section 2 permits the discharged employé to apply for the reasons of his discharge, and unless the same are given within ten days, no reasons can after be given to any person.

Section 3 requires any person who has received any reason for the discharge, by word or sign, to give a copy, and section 4 ends the series by requiring an employer who has discharged any employé in one branch or division of its service to permit him to be employed in another division without protest.

Under such an act corporations and their agents would be prohibited from exercising the liberty and freedom of speech guaranteed to all, and those truthful and confidential communications between friends and acquaintances which are necessary in all the relations of society are restrained and made unlawful. To justify the truth it must be in writing and retained copies kept, and though the employer may prefer to say nothing, it must give a reason in writing on demand or forever keep silence. If the employer dismisses an employé from one division of its service, even for known dishonesty, or for carelessness or incompetency, involving the lives of others, it must not prevent his reëmployment in another branch of its business. There are laws against slander and libel, and the law should permit an employer to engage and discharge men whenever his interests demand it. Honest, capable employés do not need protection to the extent contemplated by the act, even if a law which makes the truth culpable or which requires it to be in writing could be enforced.

I see many reasons for not approving the act and none for approving it as it stands.

THE HOME-RULE BILL.

The legislature adopted a memorial to Congress urging the passage of the bill introduced in the Senate and House of Representatives, entitled "A bill for the local government of Utah Territory, and to provide for the election of certain officers in said Territory." The memorial was submitted to me and I returned it without approval.

The following is the memorial:

To the honorable Senate and House of Representatives of the United States in Congress assembled:

We, your petitioners, the legislative assembly of the Territory of Utah, respectfully represent:

Utah contains an aggregate wealth of more than \$200,000,000. The proceeds of her farms, live stock, mines, and manufactures for the year 1890 amounted to \$23,000,000.

She has near a quarter of a million of civilized people, who, in point of intelligence, industry, and all the essential qualities of good citizenship, are up to the standard of any American community. Polygamy, once practiced by a small portion of her people, has yielded to the supremacy of the law, a sense of the evils flowing from it, and of the utter futility of further attempting to maintain an institution obnoxious to general public sentiment.

In the midst of wonderful material progress her people have recently turned their attention to the study of questions of government and legitimate politics, and are espousing the cause of one or the other of the national parties.

These new conditions have come naturally, honestly, and for the future are absolutely secure. A patriotic people are pledged to their preservation. Retrogression, involving, as it would, dishonor and dire misfortune, is impossible.

Utah, in the feelings of her people, has been lifted from her humiliation and disgrace. To-day she is imbued with the hope and determination to be free—free in the full sense of American constitutional freedom; which means something more than liberty permitted; which consists in civil and political rights absolutely guaranteed, assured, and guarded in one's liberties as a man and a citizen—his right to vote, his right to hold office, his equality with all others who are his fellow citizens—all these guarded and protected, and not held at the mercy and discretion of one man or popular majority or distant body, unadvised as to local needs or interests.

Be it known how little of such freedom Utah and her people possess.

The governor, the secretary, the members of the judiciary (except justices of the peace), the marshal, the public prosecutor and his assistants, the board of commissioners, who appoint all registration and election officers and control the electors, are

selected by a distant appointing power, and are utterly unaccountable to the people for the manner in which they perform the duties of their offices.

The governor nominates the auditor of public accounts, the treasurer, the governing board of all public institutions, such as the university, agricultural college, reform school and insane asylum. Thus the people have no voice in the selection of persons to manage their public funds and institutions created and maintained at their expense. The Territorial school commissioner is selected by the supreme court and owes no responsibility to the people.

Clerks selected by the district judge and the probate judges, appointed by the President by and with the advice of the Senate, select the regular panel for jurors. The regular panel is supplemented by the persons summoned at the discretion of the United States marshal. The determination of rights of life, liberty, and property rests with tribunals, no part of which owe any accountability to those most vitally concerned in the faithful performance of their duties. The marshal and his deputies are clothed with the most far-reaching authority, under which they may usurp the functions of all the local constabulary and police of the Territory. Even the justices of the peace are shorn of their limited jurisdiction by commissioners appointed by the supreme court and whose jurisdiction is made coextensive with that of such justices.

The will of the representatives of the people in the enactment of needed legislation is liable to be defeated at the caprice of a gubernatorial autocrat clothed with the power of absolute veto.

While county prosecuting attorneys elected by the people are permitted to initiate prosecutions in the inferior courts, no such prosecution can be carried forward to success except according to the pleasure of the district attorney imposed upon people from abroad.

The most vicious interference with the vestige remaining of our local liberties is the maintenance and action of the Utah Commission, who, in their appointment of registration officers, have often selected corrupt and irresponsible persons. Those have filled the registration lists with fictitious names and resorted to other devices by which repeating and other frauds might be successfully perpetrated at elections.

There is no province or dependency, it is believed, of any civilized nation wherein the people are not accorded more of liberty and the rights of man than are possessed by American citizens in Utah.

The situation is intolerable to freemen. The people, through us, their chosen but helpless representatives, demand relief. The officeholders, their patrons, those who fatten upon the degradation and misfortune of our people, all the hordes of the beneficiaries of the present system, will resist the appeal.

Your memorialists, however, confidently relying upon the justice of the representatives of the American people, ask the Congress of the United States to enact into a law, as a measure which will afford immediate relief, the bill introduced into the Senate by Senator Faulkner and in the House of Representatives by Delegate Caine, "For the local government of Utah Territory, and to provide for the election of certain officers in said Territory."

Your memorialists further ask, that, as all essential conditions exist entitling Utah to admission into the Union as a State, and that as soon as your honorable body is satisfied of this fact, a law may at once be enacted permitting her to take the position for which she is so eminently fitted.

And your memorialists will ever pray, etc.

The following is the veto message:

I return C. J. M. No. 2 without my approval. I infer from the tone of some portions of it that my approval was not expected. I concur in many facts set out in the memorial; in the statements as to the prosperity, productions, population, wealth, and prospective wealth of the Territory; that new conditions have honestly come; that the future is secure and retrogression is impossible. As early as October, 1890, in a supplemental report, unpublished, I substantially recognized the sincerity of the people and the honesty of the new conditions then approaching, and I have never retracted the opinion. Perhaps some who approve this memorial were more tardy in their recognition, or at least later in expressing it. Yet I can not think the memorial is happily conceived or that it will serve any useful purpose or be of any benefit to the people of the Territory of Utah, to whom, in some respects, it does scanty justice. It states some things and implies others which are a full justification of the course of the government in the past, and some facts which seem at variance with the impatient assertions made, and put the people in the false position of denouncing all the past, instead of looking solely to the present and future.

Any lengthy statement of my reasons for withholding approval is not necessary, because the time is approaching, perhaps is near, when discussions of past differences will be useless and all can unite in looking to the future.

The memorial shows the great prosperity of Utah, but it fails to show how this was reached under the dire oppression of Federal control so vividly set forth. The prosperity is a fact, and that fact may induce a belief abroad that there may be some imagination in the conception of the oppression. The memorial states that "Utah, in the feelings of her people, has been lifted from her humiliation and disgrace." In justice to the people of Utah it should be stated that their own good sense lifted them from what is harshly called "humiliation and disgrace;" yet we can not forget that what the memorial calls the "distant appointing power" made laws and appointed officers to exercise an influence which called the attention of the people to the fact that they needed lifting, and that it was under those laws and officers that the people reached the prosperity and the new conditions set forth, and the memorial is unjust to the people in assuming they desire to absolutely condemn all the measures and agencies of the past.

The memorial says concerning Utah: "In the midst of a wonderful material progress her people have recently turned their attention to the study of questions of government and legitimate politics, and in espousing the cause of one or the other of the political parties." This statement does not do full justice to the people, and they are better acquainted with matters of government and politics than it implies; but with such a statement made it would not be strange if this "distant appointing power" might think it well to await until a few elementary lessons were taken in those subjects before condemning all the measures of the past and demanding possession of the future.

The people of Utah who do not hold or want office might well inquire whether this memorial is the statement of friends, and whether, so soon after the arrival of the new conditions, they should be put into the position of denouncing all the measures which have aided them to attain the new conditions and of finding fault because legislation does not keep pace with their own changes of opinion. The length of time during which the contest was in progress in Utah is well known. It covers more years than the number of months which have elapsed since the new conditions were inaugurated. Men can not always change their opinions instantly and governmental changes necessarily come slowly.

While I believe the new conditions have honestly come and that the people of Utah are more worthy than the implications of the memorial represent, still I am unwilling, nor do I think it right, to utterly condemn all the men and measures of the past or to put the people in the attitude of impatient fault-finders. I am willing to give those who are not so well convinced of the new conditions a little time to adopt new opinions. A little patience is not unbecoming to a people who are prosperous, in view of the past history of the Territory. If delay is necessary, it will enable them to get better fitted in the new conditions, and to better decide what they want next, and also to convince the people of the United States of the honesty of the new conditions. This "distant appointing power" represents more than sixty millions of people, with whom the people of Utah must be affiliated in governmental affairs, and it is worth a little patience and delay to convince them, so they may stand ready to cheerfully welcome the people of Utah to the equal and honorable alliance which statehood implies, without looking backward with a fear lest some slip may occur in the lifting process which the memorial mentions. Personally I have no such fear, yet I can not join in unjust condemnation of those who have. It will, in the end, be more just and grateful to the people of Utah to be called and welcomed to the association of States than to be received on probation and with a partial confidence, grudgingly given. I believe that in due time this will come, and in the meantime I consider the Faulkner bill objectionable in every way. It is not known the people want it and no provision is made for submitting it to their vote. It is believed by many of them to be the work of scheming men, whose motives are suspected. It puts on the people the expense of statehood without representation, withholds from the people the confidence of a nation, and brands them with the suspicion of disloyalty. It crystallizes into legislation the hesitation of the people of the nation to repose confidence in the new conditions, and this legislation can not be changed as speedily as the opinions of the people of the nation will change when they are convinced of the sincerity of the people of Utah in the new departure.

I have no objection to statehood when the question is presented in the usual way, and in the meantime I do not urge statehood until such time as the nation can give full confidence to the people of Utah. If that is to-morrow, let it be so. But if the nation asks delay until it can attain the necessary feeling of confidence in Utah, I am content to wait, and in the meantime to rely on the justice and beneficent intentions of the people and Government of the United States toward Utah and her people.

GOVERNMENT OF METROPOLITAN CITIES.

The legislature in its memorial has referred to my veto of the "act providing for the government of cities." There are several matters

that should be considered in connection with the action of the governor and the legislature. Salt Lake City has a very excellent form of government. There is no complaint made by the citizens concerning it. It has, and exercises complete authority over the liquor traffic, and possesses the power to control, regulate, and suppress the different forms of vice common to cities. At the legislative session of 1890 a very carefully prepared act was passed, creating a board of public works and providing for a comprehensive system of public improvements. It was found that this act was in some respects defective, but these were remedied in 1892. The city has authority to establish police, water, and fire departments, and has done so. It has the power to borrow money for public purposes and has done so. It has an excellent system of public schools. In short, it has been vested with the usual powers enjoyed by municipal corporations.

This was the municipal condition when the act, consisting of ninety printed pages and providing a radical change in the form of government of Salt Lake, was submitted to me.

I do not hesitate to say that the act was framed on too expensive a basis for a city of 50,000 people. The great cities of the country have not been given more cumbersome and complicated acts than it was proposed to give to Salt Lake City.

The act contained many special provisions which were very objectionable. It destroyed the comity which the public interest requires should exist between the different departments of a city government, vesting in some unusual powers at the expense of others. It provided for the appointment of certain municipal officers by the city council and then by subsequent provisions made the creature greater than the creator. The mayor, though the chief executive officer of the city, was practically deprived of the prerogatives of his office and would have been mayor in name only.

The act bore evidence of having been taken bodily from the charter of some other city which had suffered by the dishonesty of the mayor and council and the charter of which had been so amended as to give to other officers the usual powers exercised by a mayor and council.

Many leading citizens opposed the approval of the act and viewed it with alarm. For these reasons I returned the act unapproved with the following message:

I return for amendment C. F. No. 25, entitled "An act providing for the government of metropolitan cities."

The act is a very long one, comprising more than 90 printed pages. It reached me at so late a day in the session as to practically prevent that careful consideration which so important a measure should have.

The majority of the amendments are in the line of economy. I have recommended that the provisions of the act creating a fire and police board be stricken out. I do not think the city of Salt Lake has reached such a development as to justify such a board, with a president at a salary not exceeding \$2,500 per annum, and two assistants with salaries not exceeding \$1,200 per annum, and a secretary, and all the paraphernalia of a department. I think the mayor and city council can perform these duties with benefit to the city.

The provisions of the act which require that all the expenditures of the board of public works shall be "under the absolute, exclusive, and complete control of the board" seem to me to be unwise, and I have therefore recommended that all expenditures be subject to the supervision of the mayor and city council.

I recommended the following changes:

Article II.

Section 16: Strike out subdivision 3. Provide in subdivision 7 that districting for representation in city council should be at stated periods. In subdivision 17, line 81, after the word "thereof," insert the words "and to keep their tracks level with

the surface of the street." In line 82, after the word "tracks," insert "and between their rails." In line 86 strike out "by such railway companies" and insert at the end of the line "by the city at the cost of such railway companies." In subdivision 40, in line 303, after the word "then," strike out "\$600 per annum, nor at a higher rate than." In line 307 strike out "till after the closing of the polls." In line 315, after "hotel" insert "containing at least 20 rooms." Add to subdivision 40 "and to provide that no license shall be granted for the sale of liquor of any kind in any concert hall, theater, variety theater, or like place of amusement, or building adjoining the same, and to prohibit the serving or giving of liquor in such places of amusement."

Section 17: Amend section to provide that the franchise may be granted for fifty years, but that at the end of twenty years the council may change the conditions or terms of the franchise granted, and every ten years thereafter.

Article III.

Section 1: Strike out the last two words of line 2 and the first word in line 3.

Section 2: Strike out of line 3 the words "from 9 a. m. to 5 p. m." This will leave the time to be fixed by the city council.

Section 3: In line 7, after the word "criminal," insert the word "incompetent."

Section 5: In line 8 strike out the word "but" and insert "and."

Section 12: In line 1 strike out the words "three thousand" and insert the words "twenty-five hundred dollars."

Section 17: In line 7 strike out "two" and insert "three." In line 16 strike out "quarterly" and insert "monthly." At the end of section provide that the city treasurer or his bondsmen shall not be held liable for any loss arising from the deposit of the city money in any bank selected under this section.

Section 22: In line 31 strike out "quarterly" and insert "monthly." In lines 33 and 34 strike out the words "first Monday of January and July" and insert the words "June 30 and December 31." This will harmonize with the city fiscal year, and as the term of the office expires on January 1, it will be better to have him make his report before he retires from office.

Article IV.

Section 26: In lines 2 and 3 strike out the words "second Monday in January, April, July, and October" and insert "March 31, June 30, September 30, and December 31." This will also harmonize with the fiscal year. In line 9 strike out "January and July" and insert "June 30 and December 31."

Section 32: In line 5 strike out "assistance" and insert "assistants." This is evidently an error.

Article V.

Section 1: Strike out all after word "held," in line 3, down to and including the word "and," in line 6. Strike out all of lines 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, and 22.

Section 3. In line 7 insert, after "ward," the following, "and the respective terms of the mayor, city treasurer, city recorder, and justices then in office shall terminate on the first day of January, 1894, or as soon as their successors shall qualify."

Article VII.

Section 5: In line 14 strike out "month" and insert "week."

Section 7: In line 8 strike out "the fire and police board."

Section 8: In line 10 strike out "or without." In line 38 strike out "board of public works" and insert "of the city council."

Section 11: Strike out lines 29, 30, 31, 32, 33, and 34 and insert "the city council shall provide by ordinance for the appointment of and the duties of all inspectors and employes needed by the city in the construction, repair, and maintenance of all public improvements and public works in the department of the board of public works."

Section 9: In line 13 strike out "or without."

Section 13. Strike out lines 24, 25, and the first six words of 26. Strike out lines 38, 39, and 40.

Section 14: In line 1 strike out "fire and police board" and insert "mayor and city council." In lines 6 and 7 strike out "fire and police board." In line 12 strike out "fire and police board" and insert "mayor."

Section 15: In line 2 strike out "and members of the fire and police board." Strike

out all of line 8 and insert in lieu thereof the word "ordinance." In line 15 strike out "fire and police board" and insert "mayor."

Section 16: Strike out all of section 16 and insert in lieu thereof "The mayor and city council may provide by ordinance for the investigation of the causes of fire."

Section 17: In line 2 strike out "fire and police board" and insert "mayor." In line 8 strike out "board" and insert "departments." In line 13 strike out the first eight words. Strike out from lines 17 to 44 inclusive.

Section 18: Strike out all of section.

Section 19: In line 2 strike out "fire and police board" and insert "chief of police."

Miscellaneous provisions.

In line 4 strike out "proff" and insert "proof." This is an error.

I also suggest that a section be added to the act providing that at the end of the fiscal year any balance remaining to the credit of the different departments may, in the discretion of the mayor and city council, be covered into the treasury.

MECHANICS' LIEN.

The importance of the law "to secure liens to mechanics and others" led me to carefully consider its provisions, and to seek as much information in regard to the subject it covers as the limited time at my disposal at the time the bill was before me would permit.

The present law subjects the owners of property to liens for improvements to the amount and extent to which the owner is indebted to a contractor at the time of notice of the demand and lien claimed by a subcontractor or material man. This I found to be in accordance with the general scope of the best-considered and most usual legislation on the subject. In this connection I refer to Phillips on Mechanics' Liens, section 61, in which it is said "the system most generally adopted for the security of subcontractors and material men is that which confines the right of recovery to the amount due to the contractor by the owner at the time of notice to the latter." This seems just to all parties, and is in accordance with the idea that one man should not be obliged to protect to his own detriment contracts between others, of which he has no knowledge, beyond the amount in his hands at the time he has notice of the contract and debt. As an original proposition it would be difficult to show why an owner should protect material men or mechanics in their contracts with third parties to any greater extent than all creditors are protected by law, or why such a class of creditors should be favored more than others, or why they should not exercise the same care in giving credit and require the same security for payment that other creditors must exercise and require. However this may be, it has for a long time been supposed that a reasonable extra security to these classes tends to encourage the improvement of real estate and in the end to the general benefit of the public, and this idea has been acted upon so long that it may be safely acted upon to the extent named.

The provisions of the act went far beyond the limits of any just rule and were glaringly unjust to the owners of real property. It would have been an obstruction to improvements, and while it would have benefited a few men and wealthy contractors, it would have injured mechanics and all that class of contractors who have little capital or credit and who rely on their industry and skill to get contracts. In short, the act amounted to class legislation for the benefit of a few who least need protection. It provided that all material men, mechanics, laborers, and contractors down to the third degree from the owner should have a lien on the property of the owner to the full amount of the contract price to be paid for any improvement by the owner, not-

withstanding he did not contract the debt, might be ignorant of the claim, had no notice of it, and in accordance with his contract with his immediate contractor may have paid the full contract price. An illustration will better show what would have been the effect of such a law.

A, as owner, contracts with B for the erection of a building and agrees to pay as the work progresses and does so until it is completed, then pays in full, having no notice, either personal or constructive, that any other persons have claims against B, the contractor. Within sixty days after the completion of the work, C D, and the whole alphabet may file notice of a lien and give a notice that they furnished material for B, or did work on or for the improvement and have not been paid by B, and such claims would, under the act, become a lien against A for work done and material furnished from the date of the commencement of the building, and the property of A would be again liable to the extent of the full contract price. But that would not be the end; it may appear that B had sublet part of the work to C, and all the remainder of the alphabet may come in and show with like effect that they furnished material or did work for C, and they are given the same lien against A as owner, and any payment made in good faith and without notice of these claims and in accordance with his contract would not avail the owner.

A mortgagee frequently takes a mortgage for money, part advanced upon the lot, and part to be advanced as the building progresses, but under the proposed law any money advanced after the building was commenced, without any record or other notice of any other lien, is overreached by unknown claimants standing even in the third degree from the owner, and of which neither he nor his immediate contractor may have any knowledge, and though the money was advanced and paid to carry on the improvements. The effect of such a law would be obvious; an owner could not raise any money on the security of the building until more than sixty days after it was completed, though both he and the first contractor could satisfy the lender they are not in default and had paid all their obligations.

An owner could not make a contract for the erection of a building and agree to pay anything prior to 60 days after the building is completed, and, of course, the contractor would have to add a price to compensate for the delay. An owner might make a contract with a man who is able to give a bond to secure him against all these liens and contingencies, but only wealthy contractors could do this or those who would be able to wait until sixty days after the completion of the building for payment, and this would practically exclude contractors who are not men of wealth, increase the cost of the building, and make mechanics and laborers rely on a few wealthy contractors for employment.

The act would have perhaps benefited a few material men by confining their sales to wealthy contractors, but there is no good reason for extra protection to them at the expense of the owner.

The act would not only have tied up the owner until sixty days after the completion of the building, but if a lien is then filed the claimant had a year to commence suit, and if there were several claims or any dispute about claims or their priority, an indefinite time after the year must elapse before judgment, and the act did not, in the meantime, make the pendency of the suit a defense to the owner against the claim of his immediate contractor. He may set off the judgment obtained by any subcontractor, and this judgment may be obtained two or three years after the completion of the building and after the claim in favor

of the contractor had been collected, and during all this time the property would have remained encumbered.

This was the character of the act submitted to me for approval, and which is specifically referred to in the memorial. I give herewith my veto message:

I return for amendment C. F. No. 6, entitled, "An Act to secure liens to mechanics and others, and to repeal all other acts and laws in relation thereto."

I suggest the following amendments: After word "price" in ninth line of section 14, insert the words "not paid by the owner before filing such statement." After the word "contractor," in line 15 of the same section, insert "not paid at the time the statement for the lien is filed." Strike out all after the word "contractor," in line 19 of the same section, also all of lines 20, 21, 22, and the first three words of line 23, and insert in place thereof the words "subsequent to the filing of such statement."

At the end of the same section add the following: "In case a subcontractor in either degree, or a material man, shall give written notice to the owner that he has done or contracted to do any work, or furnished or contracted to furnish any material on or for said improvement, stating the kind and value of the work and material as near as may be, a lien therefor afterwards established as herein provided shall attach to the property to the amount unpaid by the owner at the time said notice is given, and payments thereafter by the owner shall not defeat the lien. Any sum paid to a contractor at any time before the commencement of the work shall not avail against any lien secured by this act. If any owner shall pay to his contractor more than seventy-five (75) per cent of the value of the work done and material furnished during the progress of the work and before its completion according to the contract for the whole, any lien established as herein provided against the owner shall be good against the property for any excess of the payments so made at the time said notice is given to him, if a notice be given, otherwise from the time said statement for a lien is filed as herein provided.

"In case such notice is given, or said statement is filed, the owner may withhold from his contractor the amount specified in the notice, or in the statement for the lien, and 10 per cent in addition thereto, until the contractor furnishes the owner evidence of satisfaction or discharge of all such claim or claims, and until such evidence is furnished to the owner no suit shall be brought or maintained against the owner by the contractor, or an assignee of the contractor notwithstanding the money may be due to the contractor by the terms of the contract."

If the above amendments are not accepted, then I recommend that section 12 of chapter 30 of the laws of 1890, concerning liens for mechanics and others, be amended by providing that the notice required by said section may at the option of the claimant, be given to the owner in writing instead of filing the same in the office of the recorder, and with like effect as if so filed, and that the amendment be made to take effect from and after its approval.

RAILWAY CHARTERS IN CITIES.

An act was passed authorizing city councils to grant franchises to railroads or tramways over the streets, alleys, and public places of the city for a period of fifty years. In Salt Lake and Ogden cities valuable franchises have been granted to street railways and corporations without any remuneration to the city, unless it be the repair of the streets between the tracks and for 2 feet outside of the rails. In other cities these franchises, when the growth of the city authorizes it, become a source of revenue, and aid the people in meeting their public burdens.

It seemed to me that if a franchise was to be granted for half a century the right should be reserved to the city to attach new conditions at the end of twenty years, and the end of each ten years thereafter. I so recommended in the message herewith given:

I return herewith, unapproved, C. F. No. 19, entitled "An act amending section 1755 of the compiled laws, 1888, relating to the power of the city council."

Under the present law city councils are authorized to grant permission to railroads or tramways to lay tracks in any street, alley, or public place, for twenty years, but no longer. The proposed law provides that such permission may be granted for fifty years.

I am told that one of the benefits sought to be obtained by this act is to better en-

able street car companies to negotiate long term bonds. This is a private advantage which should not be opposed, if it can be effected without detriment to the public interests.

Our cities have a public interest in this which should not be overlooked.

It may be just to give a franchise for a short term on quite easy terms, but from the growth of cities, and the changes in the circumstances of both parties, the terms suitable for a franchise now may be wholly unsuitable at the end of twenty years. What those changed conditions may be, can not be foretold fifty years in advance, and it seems to me it would be better to leave the city the right to determine the question at the end of twenty years, rather than to fix conditions for it fifty years in advance of the expiration of the franchise. I do not think the act should be approved in its present form. It occurs to me that the benefit sought by the companies, and the interests of the public, could be subserved by permitting a franchise for fifty years, with the right reserved to cities to annex new and further conditions at the end of twenty years, and at the end of each ten years thereafter until the expiration of the franchise.

LOGAN CITY REGISTRATION.

This was an act passed to meet a special case arising in Logan City. It was inspired by the local Democratic committee. It seems that an election was to be held for municipal officers, and the contest was a close one between the two political parties. Some 25 or 35 voters were naturalized on the last day allowed by law for the registration of voters. The train carrying them from Ogden, where the district court was held, to Logan, did not arrive until 6:30 p. m. The registration officer closed his office at 6 p. m., and the newly made citizens were thus denied the opportunity to register. It happened a considerable majority of them were Democratic. They appealed through the Democratic committee to the legislature, and the legislature, being Democratic, "as the representatives of the people" promptly passed an act which very clearly came within the restriction imposed by Congress upon special legislation. I give herewith my veto message:

This act, C. F. No. 47, reached me on the 10th day of February. By its terms it expires on the 9th day of March, and if it had been immediately approved, it could have been in force only twenty-eight days. This shows that the present law, in the opinion of the legislature, needs no amendment, except to meet the exigency of the case stated. The purpose of the law is to permit cities of the second class that hold elections on March 7, 1892, and have omitted to revise their registration by wards, to revise their list prior to the day of election. If all must take notice of the laws of Utah, it is known there is only one city which has an election on that day or to which the law can apply, and the force of the law ceases so soon, that there is no reason to think it possible it can ever apply to another city or to any class of cities. If the only objection to this act was that it is special and prohibited legislation, it would be difficult to meet the objection.

ASSESSMENTS AND TAXES IN INCORPORATED CITIES.

In response to a very pronounced demand from the citizens, the legislature passed an act with the intention of simplifying the assessment and collection of taxes in the cities. Under the system in force at the time the act was passed there was a county and city assessor. The assessment made by the county officer was the basis of the Territorial and county levy, and the assessment by the city assessor the basis of the city levy. These officers disagreed very materially in their estimate of the values of property, the difference sometimes exceeding 200 per cent.

The act when presented to me was in such shape that a veto could not be avoided. By its terms the act failed to include all the cities and towns which it was the intention to cover.

By a proviso in section 5 the provisions relating to the collection of taxes was limited to one city. This was a manifest error.

Sections 6 and 7 provided that a city board could revise a Territorial assessment; a duty which is imposed by the revenue law on the county board of equalization.

Section 12 contained an error, by which two necessary offices were abolished instead of the one intended to be.

The veto message explains the matter fully:

I return for amendment C. F. No. 39, entitled, "An act providing for the assessment and collection of taxes in incorporated cities."

I believe it to be the desire of the legislature to place the duty on the county assessor of assessing the taxable property within the county, and thus relieve the people of the burden of supporting unnecessary or superfluous offices.

The act I return is limited by its terms to incorporated cities only, though there are towns in the Territory incorporated under special and general laws.

The first sections of the act apply to all incorporated cities, but a proviso inserted in section 5 limits them so far as they relate to the collection of taxes to first-class cities, and there is only one in the Territory. Sections 6 and 7 relate to the boards of equalization, and, I think, provide that city boards may revise the assessments made by the county assessor for Territorial purposes. Section 12 abolishes the offices of city treasurer and collector.

This is probably an error. I believe it was the intention to abolish the office of city assessor and collector.

I remit with this copies of bills for the consideration of the legislature relating to the subjects covered by the act I return.

SCHOOL LAW.

A very complete and comprehensive school act was passed by the legislature. It did not reach me until near the close of the session. I returned it, recommending certain verbal amendments and some necessary changes. These were nearly all accepted and the act approved. The veto message was as follows:

I return herewith for amendment C. F. No. 16, entitled "An act to provide for uniform system of free schools throughout Utah Territory."

I respectfully suggest the following amendments:

Section 5: In line 9 strike out the word "all."

Section 6: In line 4 strike out "etc." and insert "and such other matters." In line 19 strike out "normal."

Section 7: In line 5 strike out "order" and insert "warrant."

Section 23: At the end of the section make provision: That certificates for one year may be issued by the board of examiners to teachers of special branches.

Section 28: In line 6 change "may" to "many." In line 9 strike out "and" and insert "or."

Section 32: In line 6 strike out "ten" and insert "twenty."

Section 46: In line 21 strike out "ten" and insert "twenty."

Section 49: In line 4, after "enumeration," insert "subscribed and sworn to by said clerk."

Section 51: In line 7 strike out "first Monday in July" and insert "on the Tuesday next after the first Monday of November, 1890, and on the same day in 1893, and biennially thereafter." This amendment will make the act conform to the law changing the time of holding the election to November.

Section 52: In line 5 insert, after the word "serve," the words "during the balance of the unexpired time," and strike out "until the next general election."

Section 53: In line 6 strike out "annual."

Section 80: In line 4, after the word "needed," insert "for the schools under his jurisdiction."

Section 84: In line 6 strike out "ten" and insert "twenty."

Section 93: In line 6, insert after the word "trustees," the words "authorizing such meeting to be called and held."

Section 98: In line 4 strike out "is." I remit herewith a substitute for article 15 and recommend its adoption.

The number of sections 130 and 138 will, I think, have to be changed to conform to the substitute article I remit.

THE ELECTION AND REGISTRATION ACT.

The failure of the governor to approve "an act authorizing the registration of, and defining the qualifications of electors and regulating

the exercise of the elective franchise," is also specifically referred to in the memorial to Congress.

The memorial recites that the legislature has "earnestly endeavored to enact into a law" an election law. The truth is the legislature did not earnestly endeavor to "enact into a law" an election law. The act did not reach me until the evening of the fifty-eighth day of the session. It passed the council on the fifty-seventh day, and the house on the fifty-eighth day. At the time it was presented to me there were over seventy acts on my table awaiting examination, containing over 350 pages of manuscript. The records of the session will show that all these acts were acted upon with the exception of three. The act contained provisions radically different from the existing election law. It not only prescribed the qualifications of electors and regulated the elective franchise, but also regulated the manner of holding and conducting primary meetings for nomination of candidates. The act seems to have been framed on the principle of the Australian law. It prescribed a cumbersome and expensive system, which would add many thousands of dollars to the present cost of conducting elections. The act was defective in many respects. It provided for annual elections, but only biennial registrations. It provided in section 2 of chapter 2 that "there shall be a registration of voters during the week beginning with and immediately following the first Monday in June, 1892, and biennially thereafter," and in section 3 of chapter 2 it was provided that "it shall be the duty of the registration officer to visit, in person or by deputy, every house in his precinct." This is the only authority given in the act for the appointment of a deputy.

In some of the precincts of the Territory there are over 2,000 voters; in one there are over 4,400 voters. It would be an impossibility for the registration officer or his deputy to register so large a number of voters in six days.

Section 7 of chapter 2 provides that any person who shall make a false statement to an election or registration officer shall be guilty of perjury, or who shall make false returns or refuse to do his duty under the law shall be guilty of felony, and shall be punished by fine and by imprisonment in the penitentiary for more than one year. This section authorized imprisonment for life for the making of a false statement or for the neglect of a duty; a degree of punishment unknown to the laws of any civilized nation. This was undoubtedly an error, but the error first appeared in the printed bill, was read in both houses, was considered by the judiciary committee of both houses, was enrolled, and yet was not discovered.

This fact will throw much light on the manner in which acts were passed, and emphasize the claim made by the legislature that the act was "earnestly" considered.

The act contained many other provisions of great importance. It was in many respects cumbersome and complicated, and justice to the people demanded that such a law should be carefully considered before being approved. The failure to pass an election law is justly chargeable to the legislature. It allowed fifty-seven days to elapse before sending so important an act to the governor.

SALE OF DELINQUENT PROPERTY.

The following message explains the return of an act to amend the laws providing for the sale of property for delinquent taxes. The act was amended and became a law.

I return without approval H. F. No. 25, "An act to amend certain sections of the revenue laws." The act provides that preliminary to a sale of property for delin-

quent taxes a notice must be posted "on each tract so delinquent." In the county of Salt Lake there over two hundred and fifty subdivisions outside of the limits of Salt Lake City. They stretch across the valley from the city limits to the shores of the lake and some are found on the mountain sides. I am informed that these subdivisions contain over 60,000 lots. To enable the collector to place a notice on the "delinquent tract," he would have to take with him a surveyor, and if the delinquent list should be large he could not perform his duties within the statutory period.

If the bill should be amended in this respect I will approve it.

The following acts of more than ordinary public importance were approved:

An act amending the act for the incorporation of railway companies.

An act changing the name of the Deseret University to Utah University, and making many needed changes in the law.

An act giving to the mayors of cities of the first and second class a qualified veto and for other purposes. A much needed law.

An act to protect employes and laborers in their claim for wages.

An act regulating the practice of pharmacy in the Territory. This was the first attempt to regulate the practice. The law seems to be complete in its provisions.

An act providing for escapement shafts in coal mines.

An act providing for the safety of workmen employed in coal mines.

An act relating to the time of registering voters.

An act in relation to irrigation companies, simplifying the existing law.

An act providing that in civil cases 9 members of a jury may return a verdict.

An act creating a bureau of statistics. The old law imposing upon assessors the duty of collecting statistics annually was repealed, and provision made for collecting the statistics triennially.

An act fixing the time for the election of members of the legislature.

An act to prevent foul brood in bees.

An act prescribing the procedure in matters of dower.

An act relating to the assignment of dower.

An act relating to the sale of liquors. Prohibiting their sale within 300 feet of any schoolhouse or church, or within 50 feet of any theater, concert hall, etc., and increasing the powers of the county court.

An act in relation to loan, trust, and guaranty associations.

An act in relation to marriage.

An act creating the fourth judicial district.

An act providing for the escheat of the property of decedents.

An act authorizing the sale of the lands donated for the benefit of the University of Utah.

An act increasing the powers of the city councils.

An act providing for a change in the boundaries of any municipal corporation.

An act amending city charters.

An act providing for the disposal of estrays and animals for trespass and damage.

An act creating Wayne County.

An act to regulate the practice of medicine. This is a very sweeping act. I am afraid it is too radical in some of its provisions. It was passed in response to a demand from the leading physicians of the Territory.

An act regulating the compensation of clerks of court.

An act providing for the payment of jurors, witnesses, and phonographic reporters, and creating and defining the duties of court commissioners.

An act relating to right of way for irrigation companies' ditches and canals.

An act providing for leasing school lands and prescribing rules and regulations governing the same.

An act requiring the governing boards of territorial institutions to make reports of public property in their hands and under their control.

An act to allow poor persons to commence and prosecute suits.

An act relating to the management of the Territorial library.

An act authorizing the issue of \$250,000 of Territorial bonds in aid of public institutions.

An act making appropriations for general purposes.

The laws of the session have been printed. They make a book of 150 pages. One hundred and twenty-two of these pages contain laws approved on March 10, 1892, the last day of the session.

In other words, of the 150 printed pages of session laws, 28 pages, containing 28 acts, were approved by the governor in fifty-nine days, and 122 pages containing 61 acts approved in one day. Though the

governor was given no reasonable opportunity to review the work of the legislature he gave to it every hour of his time. The journal shows that he vetoed only 16 acts. Three of them were absolute, 8 were in the nature of suggestions which were accepted, 4 were absolutely necessary because of glaring and mischievous errors, and 1 was the veto of the home-rule memorial. I respectfully submit that such a record does not justify the inference held out in the memorial that the governor prevented necessary legislation, nor does it support the other claim put forth, that the legislature worked hard to relieve the "evils and wants existing in the present system of our legislation."

No legislature ever met under fairer and happier auspices. The majority were fresh from the people, wearing the laurels of a phenomenal victory. It was within their power by a wise course to cement their hold on the affections of their constituents. It was expected they would legislate in the interests of the whole Territory, not of a party. Before the election they had flattered the voters with gracious words, and it was generally believed they would show good faith by good works. Before many days of the session had passed the people learned that the promises made before election had ceased to have force after.

The majority seemed to forget they were "the representatives of the people of Utah," and they excited and alarmed the whole Territory by some of their acts. A striking instance of their insensibility to public sentiment was shown by the treatment given to the petitions for continued aid to the manufacture of sugar. These petitions, though respectfully worded and relating to public business, were refused the courtesy of a reference to the proper committee and in a marked way were "laid on the table."

A further evidence is shown by their attempt to destroy the sheep industry, the second largest in the Territory, by their attempt to rob the agricultural college board of the power conferred upon it by law and by the crude measures vetoed by the governor.

The people of Utah have indicated with marked emphasis their opinion of the legislature and its work. Every election which has been held since the legislature met has shown heavy losses for the party which controlled it. The feeling of the people was well expressed by a leading and respected Mormon citizen in the tabernacle at Provo, when he said on the Sunday following the adjournment of the legislature, "The legislature has adjourned, and I believe every citizen of the Territory breathes a sigh of relief." The whole Territory did breathe a sigh of relief, and it is doubtful if ever again the Territory will be made to suffer by such a legislature.

Instead of correcting "evils and wants existing in the present system of our legislation," they diligently labored to accomplish partisan ends.

Their record is odious in other respects. During the closing hours of the session the halls of legislation were defiled by the presence of swaggering and blustering politicians, some of unsavory reputation, whose recommendations, openly made, were incorporated in acts that passed. And, after resorting to methods unparliamentary, dictatorial, and unconstitutional, they seek to justify their conduct by complaining of the acts of the governor.

These so-called law-makers ignored the wishes of the people as publicly expressed by petitions and otherwise and deliberately strove with brutal pertinacity to defeat necessary legislation and the enforcement of existing national and local laws.

AMNESTY.

On December 18, 1891, there was placed in my hands the following petition for amnesty, signed by the president of the Mormon Church and his two councilors and all the apostles of the church in this country at the time.

It seemed to me it was the most important document which the Government had received from the officers of the Mormon Church. It was a distinct, unqualified pledge that for the future the Mormon Church and people would loyally observe and uphold the law. After consultation with Chief Justice Zane we agreed to transmit the petition to Washington with the letter that follows the petition. Subsequently Judges Miner, Blackburn, and Anderson, of the Territorial supreme court, Secretary Elijah Sells, and Utah Commissioners Godfrey, Saunders, and Robertson joined in the recommendation.

We, the first presidency and apostles of the Church of Jesus Christ of Latter-Day Saints, beg respectfully to represent to your excellency the following facts:

We formerly taught to our people that polygamy or celestial marriage, as commanded by God through Joseph Smith, was right; that it was a necessity to man's highest exaltation in the life to come.

That doctrine was publicly promulgated by our president, the late Brigham Young, forty years ago, and was steadily taught and impressed upon the Latter-Day Saints up to a short time before September, 1890. Our people are devout and sincere, and they accepted the doctrine and many personally embraced and practiced polygamy.

When the Government sought to stamp the practice out, our people, almost without exception, remained firm, for they, while having no desire to oppose the Government in anything, still felt that their lives and their honor as men were pledged to a vindication of their faith, and that their duty towards those whose lives were a part of their own was a paramount one, to fulfill which they had no right to count anything, not even their own lives, as standing in the way. Following this conviction, hundreds endured arrest, trial, fine, and imprisonment, and the immeasurable suffering borne by the faithful people no language can describe. That suffering, in abated form, still continues.

More, the Government added disfranchisement to its other punishments for those who clung to their faith and fulfilled its covenants.

According to our faith the head of our church receives, from time to time, revelations for the religious guidance of his people.

In September, 1890, the present head of the church, in anguish and prayer, cried to God for help for his flock, and received the permission to advise the members of the Church of Jesus Christ of Latter-Day Saints that the law commanding polygamy was henceforth suspended.

At the great semiannual conference which was held a few days later this was submitted to the people, numbering many thousands and representing every community of the people in Utah, and was by them in the most solemn manner accepted as the future rule of their lives.

They have since been faithful to the covenant made that day.

At the late October conference, after a year had passed by, the matter was once more submitted to the thousands of people gathered together, and they again, in the most potential manner, ratified the solemn covenant.

This being the true situation and believing that the object of the Government was simply the vindication of its own authority and to compel obedience to its laws, and that it takes no pleasure in persecution, we respectfully pray that full amnesty may be extended to all who are under disabilities because of the operation of the so-called Edmunds and Edmunds-Tucker law. Our people are scattered; homes are made desolate; many are still imprisoned; others are banished or in hiding. Our hearts bleed for these. In the past they followed our counsels, and while they are thus afflicted our souls are in sackcloth and ashes.

We believe there is nowhere in the Union a more loyal people than the Latter-Day Saints. They know no other country except this. They expect to live and die on this soil.

When the men of the South, who were in rebellion against the Government in 1865, threw down their arms and asked for recognition along their old lines of citizenship, the Government hastened to grant their prayers.

To be at peace with the Government and in harmony with their fellow-citizens who are not of their faith, and to share in the confidence of the Government and

people, our people have voluntarily put aside something which all their lives they have believed to be a sacred principle.

Have they not the right to ask for such clemency as comes when the claims of both law and justice have been fully liquidated?

As shepherds of a patient and suffering people we ask amnesty for them and pledge our faith and honor for their future.

And your petitioners will ever pray.

WILFORD WOODRUFF.

GEORGE Q. CANNON.

JOSEPH F. SMITH.

LORENZO SNOW.

FRANKLIN D. RICHARDS.

MOSES THATCHER.

FRANCIS M. LYMAN.

H. J. GRANT.

JOHN HENRY SMITH.

JOHN W. TAYLOR.

M. W. MERRILL.

ANTHON H. LUND.

ABRAHAM H. CANNON.

SALT LAKE CITY, UTAH, *December 19, 1891.*

To the President:

We have the honor to forward herewith a petition signed by the president and most influential members of the Mormon Church. We have no doubt of its sincerity and no doubt that it is tendered in absolute good faith. The signers include some who were most determined in adhering to their religious faith while polygamy, either mandatory or permissive, was one of its tenets, and they are men who would not lightly pledge their faith and honor to the Government or subscribe to such a document without having fully resolved to make their words good in letter and spirit.

We warmly recommend a favorable consideration of this petition, and if your excellency shall find it consistent with your public duties to grant the relief asked, we believe it would be graciously received by the Mormon people, and tend to evince to them, what has always been asserted, that the Government is beneficent in its intentions, only asks obedience to its laws, and desires all law-abiding citizens to enjoy all the benefits and privileges of citizenship. We think it will be better for the future if the Mormon people should now receive this mark of confidence.

As to the form and scope of a reprieve or pardon, granted in the exercise of your constitutional prerogative, we make no suggestions. You and your law advisers will best know how to grant what you may think should be granted. We are, very respectfully,

ARTHUR L. THOMAS,
Governor of Utah.

CHARLES S. ZANE,
Chief Justice of Utah Territory.

POLYGAMY.

In my last report, referring to the action of the president of the Mormon Church in issuing the so-called manifesto on September 25, 1890, in which he said: "And I now publicly declare that my advice to the Latter-Day Saints is to refrain from continuing any marriage forbidden by the laws of the land," and the action of the Mormon people in their general conference of October 6, 1890, and again on October 6, 1891, in adopting, by a unanimous vote, a resolution declaring that "we consider him (Wilford Woodruff) fully authorized, by virtue of his position, to issue the manifesto which has been read in our hearing, and which is dated September 6, 1890, and that, as a church in general conference assembled, we accept the declaration concerning plural marriage as authoritative and binding," I said that I had "no doubt that, as they (the Mormon people) have been led to believe it (the manifesto) was put forth by divine sanction, it will be received by the members of the Mormon Church as an authoritative rule of conduct, and that, in effect, the practice of polygamy has been formally renounced by the people."

I know of nothing which has transpired during the past year to lead me to qualify the opinions above expressed, so far as the Mormon leaders and the Mormon people, as a whole, are concerned. I do not be-

lieve that any polygamous marriages have taken place with the consent or permission of the Mormon leaders, and I also believe that it is the sincere intention of the Mormon people not to approve or sanction polygamous marriages for the future. I also believe that the large majority believe it now to be wrong to live in unlawful cohabitation. There is no doubt, however, for the evidence on this point is conclusive, that many persons who contracted polygamous marriages before the manifesto was issued have been guilty of unlawful cohabitation. Human nature does not change by the kind of church it enters, and there are Mormons who, because they have the opportunity, are deliberately violating the law prohibiting unlawful cohabitation. It is to be regretted that the sincerity of a whole people in seeking to accomplish a great reform, should be placed under suspicion by the acts of a few, but such is the case. It will probably be some time, it may be years, before the practice of unlawful cohabitation will finally cease. I think, though, that if the majority of the Mormon people could have their way, it would cease now and forever.

POLITICAL ACTION.

The general election for commissioner to locate university lands and for county and precinct officers will be held in November next, the day of the delegate election, and biennially thereafter. It was formerly held on the first Monday of August annually. The only elections held in the Territory since the date of my last report were for municipal officers in the cities of Salt Lake, Provo, Logan, Richmond, Wellsville, and Smithfield. The returns indicate to some extent the drift of public sentiment regarding the political parties. The following table will show the votes cast at these municipal elections in comparison with the legislative elections of 1891.

	Legisla- tive.	Municipal.	Increase.	Decrease.
Salt Lake City—				
Liberal	3,794	4,560	766	.....
Republican	372	852	480	.....
Democratic	2,704	2,766	62	.....
Logan—				
Republican	227	400	173	.....
Democratic	332	323	.....	9
Provo—				
Republican	277	420	143	.....
Democratic	449	499	50	.....
Liberal	109	35	.....	74
Wellsville—				
Republican	40	71	31	.....
Democratic	106	131	25	.....
Smithfield—				
Republican	74	91	17	.....
Democratic	98	83	.....	15
Richmond—				
Republican	34	68	34	.....
Democratic	66	70	6	.....

These figures show a very substantial gain for the Republican party in every city, while the Democrats have lost three of the cities. In 1891 in these cities the Democrats polled 3,748 votes, and in 1892, 3,863 votes, a gain of 115 votes. The Republicans polled 1,024 votes in 1891, and in 1892, 1,902 votes, a gain of 878.

The election in Salt Lake City showed a gain of 766 for the Liberal party. This was extremely significant and indicates that a very large majority of the liberal Republicans and Democrats do not believe the

time has yet come for them to join the national party movement. Since the municipal elections quite a number of liberal citizens have announced their intention to vote with the national party of their choice, but not enough to materially affect the result of the election in Salt Lake and Summit counties. There is no doubt but that in these counties the liberal ticket will be elected.

A spirited canvass is now taking place between the candidates of the three political parties. The Republicans were the first to hold their convention, and after quite an earnest contest, marked with some degree of feeling, nominated Frank J. Cannon, a young man of Mormon parentage as their candidate, and adopted the following platform:

This delegate convention, representing a constituency now fully recognized as a component part of the great Republican party of the nation, congratulates the people of Utah upon the glorious outlook for a continuance in power of this great party, which has made the "American home" the longed-for goal of the oppressed of all nations of the earth.

Its system of protection of American labor by taxing the competing products of the peon and pauper labor of other countries; its upbuilding of home industries; its fostering care of home markets, and by wise reciprocal relations the gradual but sure extension of foreign markets for the products of this country, commands our indorsement and will receive our undivided support.

We believe in the protective principle of the American Republican tariff laws. We have seen the result of this principle in the cheapened cost to the consumer of every article, the domestic production of which has received adequate encouragement at the hand of Congress. The McKinley bill has stimulated manufacturing, lowered the prices of hosts of articles, raised the standard of wages, lowered the price of living, and put almost the entire working force of the country in a position to earn good wages.

We indorse the principles of this great national party, as enunciated in its platform adopted at its Minneapolis convention in June last, and hereby reaffirm our allegiance to the party and pledge thereto our best efforts and devotion.

We congratulate the people of the country at the final manifestation of the Democratic party of the courage of its convictions in its advocacy of free trade so long hidden and sheltered under its former hypocritical cloak of "tariff reform." Its true position upon this great economic question, now thoroughly known, may safely be left to the intelligent discernment of the American citizen.

The contest between the two great parties at the present time involves the maintenance of American wages, American homes, and general prosperity on the one hand, as against their destructive downfall to the level of foreign wages, foreign homes, and prevalent poverty on the other. The policy of the Democratic party, should it become dominant in this country, is destined to impel measureless disaster upon our domestic industries, throw a vast number of men and women out of profitable employment, retard our progress, and blight our prosperity.

The song of spindles and looms, of hammers, anvils, saws, and of every industrial machine; the hum of the mower, the reaper, and the thrasher; the rumble of the railroad train as it passes cities, towns, and villages, passes forges, rolling mills, factories, mines, and smelters, in its grand mission of the interchange of products, are all pregnant with the musical inspiration to maintain the protective system of the Republican tariff.

We unqualifiedly denounce the un-American course of the late Democratic legislative assembly of this Territory in attempting to strike down the great sheep industry; for its refusal to further encourage the production of Utah sugar; for the open hostility it displayed to the policy of developing the manufacturing industries of the Territory; for its despicable attempt to divert the money appropriated for the use of the Logan Agricultural College to partisan uses and purposes; and for its utter failure to legislate intelligently upon questions of vital interest to the people.

We denounce the free-wool bill as passed by the late Democratic Congress, and demand that the wool schedules as now adjusted by the McKinley bill be maintained until such time as the increased production will meet the demands of home consumption.

The people of Utah are particularly interested in the maintenance of Republican institutions and Republican principles. Her principal productions, wool, lead, silver, and farm products, are profitably produced here because of Republican protection. And yet these same productions receive the special, open, and malignant hostility of the Democracy.

We are unalterably opposed to the removal of the Indians from Colorado to Utah, but we favor the giving of sufficient lands of the several reservations to the Indians

thereof in severalty, and that the balance be made subject to settlement under the homestead laws, and particularly the Uintah Reservation, of Utah.

We are in favor of the cession of arid lands of the several States and Territories to such States and Territories, respectively.

We are also in favor of such amendment of the land laws as will enable resident citizens of the Territory to take from the public lands therein the necessary timber for all domestic purposes.

We indorse the administration of President Harrison and particularly commend the course pursued by him and his advisers in maintaining the dignity of America and American institutions, both at home and abroad. We particularly commend the President's efforts to enhance the value of silver and to extend its use as money of ultimate redemption, through the agency of an international monetary conference.

We favor free and unrestricted coinage of American silver and demand that it be restored to the position held prior to the demonetization act of 1873.

We affirm our loyal attachment to those principles of the Republican party under which it strives to build up the American merchant marine and the American Navy, to protect the right of franchise, to maintain free schools, to encourage temperance, to maintain the honor of the American flag, to protect American citizens at home and abroad, and to secure proper and adequate pensions for the veterans of the war and for the dependent families of deceased soldiers.

We assert and recognize the dignity of labor and the necessity of proper legislation to protect its interests; that home laborers and producers, who contribute to the public funds, are justly entitled to the preference in all public works; that Utah work should go to Utah workmen, and that in all public works only Utah material and Utah products shall be used, if procurable. We condemn the attempt of the board of public works of Salt Lake City to give the contract of street-paving to a foreign corporation using imported materials.

We favor the eight-hour system of day's work upon all public works.

The Republicans hold that all political power is of the people; that national authority is derived from the people of all States and State authority from the people of the particular State; that the Government of the United States possesses the powers named in its Constitution and those necessary to their exercise; that the people of the State possess the powers not so conferred or denied to them by that instrument; that the State government may exercise such powers as remain with the people as they have not within their constitution forbidden the use of; that the national and State governments are sovereign in their respective spheres, and that there can be no conflict between their right so bounded; and we further believe, in the words of Abraham Lincoln, "in government of the people, for the people, and by the people," and that all matters of public concern should be submitted to the people when it can be done.

We declare our hostility to the introduction into the United States of foreign contract labor and Chinese labor alien to our civilization and our Constitution, and we demand the rigid enforcement of the existing laws against it and such immediate legislation as will exclude such labor from our shores.

We again affirm our opposition to the disfranchisement of any citizen except for crime, of which he shall have been convicted by due process of law, and we favor the free exercise of the power of amnesty to all citizens disfranchised on account of polygamy or polygamous relations, who will obey and uphold the laws of the United States.

We recall the policy of the national Republican party that: "The government by Congress of the territories is based upon necessity only, to the end that they may become States in the Union. Therefore, whenever the condition of the population, material resources, public intelligence, and morality are such as to insure a stable local government therein, the people of the Territory should be permitted, as a right inherent in them, to form for themselves constitutions and State governments, and be admitted into the Union."

We again deny that the Republican party in Utah was organized to unduly hasten statehood. The question of statehood for Utah was not immediately involved in the division of the people of the Territory on national party lines; but, in view of the many changes which have recently transpired in our midst affecting the political interests of the people and believing the conditions of the population, material resources, public intelligence, and morality of this Territory are such as to insure a stable local government therein, we pledge to the people of this Territory that our best efforts shall be exerted to form a State government for Utah and to procure her admission into the Union of States.

We regret that [in] our efforts to redeem the people of this Territory from the yoke of Democratic bondage and to prepare the Territory for admission into the Union as a Republican State we have been hampered and beset by the active hostility of certain Republican officials, acting in their capacity of appointees of a Republican administration.

This convention respectfully counsels the President that all future appointments to office in this Territory should be recognized members of this party. We believe such action by the President will prove beneficial to the party, both territorial and national.

The Democratic convention was next held, and Joseph L. Rawlins, also a young man of Mormon parentage, was nominated as their candidate. There was practically no contest for the nomination, it being made by acclamation. The following platform was adopted:

The Democratic party, in convention assembled, hereby adopts the following platform and resolutions:

First. As a duly recognized part of the great Democratic party of the United States, we accept and indorse the principles set forth in the platform of that party, adopted at the convention held in Chicago June 21, 1892.

Second. We recognize the Government of the United States as supreme in all national affairs, affirm anew our allegiance to its sovereignty, and pledge ourselves to loyal obedience to its laws and authority as delegated to it from the people and defined in the National Constitution.

[Third]. We hold that the principle of local self-government is fundamental and essential to the system established by the founders of our nation, and therefore that each of the States is, and must be, sovereign within its own sphere. We regard paternalism in government as opposed to the genius of our political institution, and centralization as fatal to the rights of the States and the liberties of the people.

Fourth. We denounce all schemes, whether called "protection" or by any other misnomer, which tax the many for the enrichment of the few, which take from the poor man as much as they draw from the rich, which build up one class at the expense of the others, which foster trusts and feed monopolies, as legalized robbery, disguised fraud, and virtual defiance of constitutional inhibitions.

Fifth. We regard home industries as essential to the welfare of the country and their maintenance as conducive to general prosperity. But we do not believe it is within the province of constitutional government to subsidize manufacturers at public expense, nor to compel the great masses of agriculturists to pay high prices to a few manufacturers. To cripple commerce and prevent fair competition is to create monopolies and impoverish the majority of the people.

Sixth. We brand as deceptive and shameful the specious sophistry by which uninformed people are led to believe that a high tariff lowers the price of commodities, increases wages, and benefits anybody but monopolists, speculators, and moneyed corporations. We favor tariff to provide needful revenue for the Government, wise economy in public expenditures, local taxation limited to the necessities of the times, and a strict accounting of all public funds.

Seventh. We execrate partisan attempts to control the will of the people, prevent its full expression at the polls or elsewhere, and confront ballots with bayonets; pronounce them revolutionary and un-American, and declare the determination to resist them legally to the very uttermost.

Eighth. We denounce the action of the Republican convention in this Territory in approving the exercise of the absolute power of veto. The subsequent withdrawing of approval when its probable effect upon the citizens was appreciated was but a subterfuge, too flimsy to cover the real sentiment of the party. Its action in reference to statehood was similar in spirit and a plain indication that Utah need not look to the Republican party for aid in speedy deliverance from territorial vassalage.

Ninth. We condemn the covert charge of the Utah Commission, signed by all its members except that grand old veteran Democrat Gen. McClelland, that polygamous marriages are still being contracted in Utah and that a large number of people are living in unlawful cohabitation as false and designed to deceive the American people and hinder the progress of this Territory to the grand position of statehood. While asserting that "it is believed" that this condition of affairs exists in Utah, the Commission refrains from stating by whom it is believed and has persistently refused to name the individuals alleged to have violated the law or the persons said to have furnished the information. The records of the criminal courts and the reports of grand juries form a standing refutation of the slander of the Utah Commission. We demand the abolition of that body as an unnecessary, despotic, and un-American institution.

Tenth. We regard the report of that Commission as strictly in line with the whole course of the Republican party toward Utah. The Republican president has officially declared his doubts as to the sincerity of the Mormon people in their announced abandonment of polygamy. The reports of the Republican Congressional committeemen have emphasized these doubts. Their words have been echoed by

the Republican press. The President has also withheld action on the petition for general amnesty presented by the Mormon leaders, indorsed and signed by prominent officials and statesmen of both parties. And by voting against home rule, by introducing and then smothering a sham measure, having the appearance without the intention of preparing the way for statehood, and by the obstructive plank in its platform adopted at Minneapolis, the Republican party has exhibited its old-time and continued hostility to this Territory and its determination to hinder as long as possible the attainment of their political rights and liberties.

Eleventh. We announce our complete confidence in the sincerity of the Mormon people in their abandonment of polygamy, in submission to the laws of the land, and their division on party lines, and our full faith in the pledges of their church leaders that the freedom of the members in political affairs shall not be interfered with by them in any particular. We view the attempts of individuals to make it appear that the Mormon presidency secretly desire and work for the success of any particular party as a slander upon those church officials and a disgrace to those engaged in such despicable trickery.

Twelfth. We emphatically declare that Utah is fully prepared in every way for the honors and responsibilities of a sovereign State, and pledge ourselves to labor unceasingly until this proud position is achieved.

Thirteenth. We are united with the great Democratic party in its undeviating friendship to organized labor, and denounce the policy of the Republican party in the interest of capital, which results in the reduction of wages, the importation of cheap workmen, the employment of Pinkerton hirelings, and the oppression of the laboring classes.

Fourteenth. We look upon the demonetization of silver by the Republican party in 1873 as a crime, and demand the restoration of the white metal to its proper position as a part of the national currency.

Fifteenth. Such support as is possible for citizens of a Territory to give we will exercise for the election of those stalwart champions of pure Democracy Grover Cleveland and Adlai Stevenson as President and Vice-President of the United States, and we will advocate and defend, promulgate and sustain, the principles of democratic government and the rights of men until they become triumphant throughout the land and establish justice, liberty, and happiness in all the world.

The Liberals were the last to hold their convention. They nominated C. E. Allen as their candidate by acclamation, and adopted the following platform:

Met in convention, the Liberal party, as a first duty, turns in reverent thankfulness to call over lovingly the names of the heroic band who long ago organized the party and through years of trial kept its flag "full high advanced."

It recalls the glorified names, it remembers that on their coming to Utah they found such an anomaly in government and such a menace to the country and to home that they set aside every partisan thought and, remembering only their country and the duties owed it, arrayed themselves against the foe to liberty, advancement, and republican institutions, which was here intrenched, and turned to God and their countrymen for vindication.

The Liberal party fails to see any such changed conditions as others assert that they see. It looks upon the assurance that conditions have changed as a theory and not an established fact, and it recoils from the prospect of imminent statehood.

Anxious as every Liberal is to see every difference adjusted, as anxious as they are to exercise the utmost privileges accorded to the most favored Americans, they remember what first caused clashing here was the presence and control of an unyielding theocracy and an *imperium in imperio*, and they can not fail to note that at the last conference of this theocratic organization the old assumptions were all renewed. The bliss which awaits the polygamous family in heaven was vividly portrayed, the necessity of paying tithing was eulogized upon, and the declaration was boldly made that they are a distinct people, that their spiritual and temporal affairs are inextricably blended, and that the only remedy for trouble or differences should be an appeal to the priesthood.

Hence, reasoning with all charity, but remembering the iron discipline which prevailed here so long, the conclusion is irresistible that with the opportunity which would come with statehood the priesthood would again assume supreme control, all laws seeking to restrain that absolute rule and practices which would be pursued under it would be ignored and made a dead letter, if not a theme for jest.

The Liberal party joyfully marks the advancement which has come where Liberal rule prevails, the transfiguration wrought in public schools, the opportunities offered for workingmen to obtain employment without the sacrifice of manhood, and the general material advancement which has come to all.

We do not claim to be less selfish than others, but we firmly believe what we seek

holds more mercies to the members of the Church of Jesus Christ of Latter Day saints than to ourselves: Therefore be it

Resolved, That we once more pledge our fealty to the Liberal party and its principles.

That we are unalterably opposed to statehood for Utah;

That we favor such legislation as shall recover to silver its immemorial place as a perfect measure of values and a money of full ultimate redemption;

That we favor all legislation which adds new mercies and takes away hardships from working men and women;

That we thank Governor Arthur L. Thomas for such a use of the veto power during the session of the legislature as gave a clear vision of the need of keeping such power in the hands of the chief executive.

Believing that the only organized opposition to the scheme for the admission of Utah into the Union, now openly and boldly advocated by our opponents, must come from the Liberal party, and the sole way to give the opposition effect is through the ballot box, we call upon all who believe that near statehood would be fraught with disaster to vote for our nominee for Delegate to Congress and to present such a determined front that our protests will prevail.

If I were to express an opinion as to the result of the election, I would say that with a Liberal candidate in the field the Democratic candidate will be elected, though by a greatly reduced majority.

The municipal elections have shown the Democrats that they must exert every effort to retain a majority in the Territory. They were placed at a disadvantage by the actions of the legislature. Every day it was in session it cost the party votes. It was perhaps fortunate for the Republicans that they had no representatives in the legislature. The Democrats had absolute power, and as it was the first legislature elected on political lines, the people watched the proceedings with keen interest, and were not sparing in their criticism. Although the result of the legislative elections was not very encouraging to the Republicans, they proceeded to perfect and extend their organization, and confidently claim that when the principles of the party are discussed and made known the Territory will be Republican.

During the past year it has been demonstrated by the people that the division on party lines is a permanent one, and that hereafter in nearly all of the counties the political contests will be conducted very largely, if not altogether, on national issues.

How soon the time will come when the Liberal party will cease to be a factor in the politics of the Territory and political contests be conducted on strictly national lines is problematical. It seemed at one time as if the Liberals were about to commence to work steadily to promote such an end, but this purpose was changed when the unfortunate home-rule bill was introduced, followed by the statehood bill.

The Liberals accepted these bills as the evidence of the real purpose for which party division was commenced.

In the consideration of the political situation the question of the sincerity of the people arises. Very much has been said of church dictation in political matters. While it is natural to expect that for some years old influences will be discernible when Mormon and non-Mormon candidates are on party tickets, yet their influence will gradually grow less. But still it is true that the suspicion and the fear of church dictation still exists, and, strange as it may seem, this feeling is not confined to the Liberal party. After the municipal election in Logan the Herald, the Democratic organ, declared that the Democratic candidates were defeated by church influences, and at the municipal election in Provo the Democratic paper published there declared that local church influence was being used to defeat the Democrats. It is but just to the church leaders to say that they denied the charge of interfering in the

Logan election, and that in Provo the Democrats were challenged to produce the proof of church interference, but failed to do so.

There is no doubt but that if the church desired to it could control the result of any election, but I am inclined to believe it will not try to do so. A time has been reached in the history of the Territory when it can not do so without being subject to exposure and criticism. Every day which passes is widening the chasm which separates the Utah of the past from the Utah of the present, and there is every reason to believe that the dissensions caused by exciting political contests will cause the people to think and act for themselves.

Every day which passes is making it more difficult for the Mormon Church to dictate the political policy of its members, if it has any desire to do so, and the president of the church emphatically declares it has not.

The division of the Mormon people into political parties is fast becoming an accomplished fact, and in my opinion it is the intention of the people to keep perfect faith with the party they decide to join.

It is undoubtedly the intention of the large majority of the members of the Liberal party to maintain their organization until they are ready for statehood.

CONGRESSIONAL LEGISLATION.

There is now pending in the Senate and House of Representatives at Washington, D. C., what are known as the home rule and statehood bills and the bill providing for a territorial exhibit at the World's Columbian Exposition. The home rule bill and World's Fair bill have passed the House.

THE WORLD'S FAIR BILL.

The introduction of the World's Fair bill was inspired by the legislative memorial, which represented that the Territory must suffer for want of representation at the World's Columbian Exposition unless Congress would pass the bill. The people, however, have taken the matter in their own hands. The territorial act of March 13, 1890, which is now in force, authorized the governor of the Territory to appoint three suitable persons to represent the Territory at the World's Fair.

These commissioners have the power to receive and collect subscriptions of money, of samples of the products of the Territory, specimens of minerals, structural materials, and other natural resources of the Territory, and to apply for and receive sufficient space for a proper exhibit. The sum of \$3,000 was appropriated to defray their expenses.

After the adjournment of the legislature I appointed Richard Mackintosh, Liberal, Robert C. Chambers, Democrat, and Nelson O. Empey, Republican, representing the three political parties, as commissioners under the law. They met and organized, solicited subscriptions, and have been guaranteed the sum of \$50,000, the amount fixed in the act I vetoed. It is now certain that Utah will be creditably represented at the fair and to the extent contemplated by the legislature.

It is the opinion of many of our leading attorneys, some of whom have had long experience at the bar and have served on the bench with credit, that Congress has not the right to pass a law spreading a tax upon the property of the Territory, as provided in the pending bill. If it has the right the passage of the bill will be utterly useless and will tend to disrupt the arrangements now made for a successful exhibit.

under our revenue law the tax levy for the year is spread upon the property and becomes a lien on August 31. That time has now passed for 1892, and the bill if passed by Congress could not be put in force until 1893. The tax does not become delinquent until October 31, and the collector can not proceed to collect by sale before the third Monday of December. It will thus be seen that the special levy could not be collected in the different counties of the Territory and paid into the Treasury before January or February, 1894, too late to be of any use. The World's Fair bill ought not to pass. It establishes a bad precedent unnecessarily, is of doubtful constitutionality, and can be of no benefit if it does pass.

THE HOME-RULE BILL.

The introduction of the home-rule bill, as it is called by those who father it, was a treacherous blow at the best interests of the Territory of Utah. The majority of the people did not at the time it was introduced support it, do not now, and in my opinion never will. It was sprung upon the people without their knowledge or consent. The leaders of the people were not consulted nor were the people. It was the offspring of men who, having done all in their power in former years to secure legislation by Congress and by States and Territories to correct the evils of Mormonism, are now trying to out-Herod Herod in their attempts to gain the good will of the Mormon people. The introduction of the bill was more than an act of treachery; it was a deliberately planned and executed crime against the peace of the Territory by pretended friends. The dominant party had dissolved but a few months before, leaving its members free to unite with the political party of their choice. It was announced, through the press and in other public ways, that the new movement was an educational one, one that would ultimately lead up to statehood, but that statehood was not to be pressed. The Deseret Evening News, the organ of the Mormon Church, in its issue of June 26, 1891, said:

The statehood question naturally suggests itself to the thoughtful mind when the present political movement in Utah is considered. But this is more marked on the outside than on the inside of our Territory. We do not pretend to say that the people of Utah are indifferent to this matter. We do not know that anybody has set up such a pretense, although Liberal scribes have alleged that it has been done. But, whatever tendency the organization of citizens on national party lines may seem to have, it is certain that the present objects in view, among both Mormons and Gentiles who are active in the movement, are to settle local differences and promote local prosperity.

We can get along very well for the present as a Territory. We have taxes enough now to make a burden grievous to be borne, and statehood would double the load. There is no great anxiety on the part of anyone, so far as we are aware, to renew at present those efforts for national recognition which have been hitherto ineffectual.

And this was the position taken and the arguments advanced by the leaders of the new movement in both political parties. The sudden and unexpected introduction of the home-rule measure branded these statements as false, and the members of the Liberal party almost universally accepted the bill as the evidence of the purpose which prompted the dissolution of the People's party.

The men who prepared the measure were dishonest enough to claim that home rule did not mean statehood, but they were not able to beguile the people by this subterfuge, and there is no doubt they now realize the enormity of their mistake. It was a political blunder. It is difficult to estimate the results of this dishonest dealing. It destroyed the hope growing up in the hearts of hundreds of non-Mormon

citizens that new conditions had honestly come and left in its place a belief that the division of the people on national party lines was a trick. How long it will take to overcome this later impression is something the future alone can determine. But if there is a feeling of greater distrust to-day than there was just before the springing of the home-rule bill it is justly chargeable to the scheming politicians who thought they could do as they pleased with the people and their interests.

But the bill was singularly unfortunate in other respects. Utah was singled out by these pretended friends of her people as the one Territory upon which Congress should place a special and conspicuous mark of distrust. No non-Mormon, who was a liberal, had asked or thought of asking for such action by Congress. While opposing statehood now, in common with his Mormon neighbor, he looked hopefully forward to the time when Utah would be clothed with the robes of sovereign statehood. It remained for those who have been so loud in their professions of friendship for the Mormon people to conceive a measure which has no counterpart in the history of our national legislation, and which, if it should happen to become a law, would place in the statutes the enduring evidence that the people of Utah were the objects of national suspicion. The bill imposes on the people greater burdens than would statehood, contains provisions they would almost unitedly oppose, and was very evidently prepared by men who had no regard for the financial considerations involved.

STATEHOOD.

The introduction of the home-rule bill upon the request of the Democrats was followed by the introduction of a statehood bill upon the request of the Republicans. The Republicans based their action on the consideration that, though the question of a change in the present form of government had been brought to the attention of Congress without their knowledge or consent, it was their duty to bring forward the statehood bill and give to Congress the opportunity of deciding between the two measures; that the majority of the people were not in favor of the home-rule bill, but would support and welcome statehood, and that the best interests of the Territory demanded such action by them.

The members of the Liberal party were aggressively united in their opposition to the home-rule bill and openly expressed their contempt for it, and, while they did not want statehood then and do not want it now, if a change were to come, they preferred it should be in the form of honorable statehood, and to this extent they indorsed the introduction of the statehood bill.

As late as December, 1891, it was substantially agreed by all parties that Utah was not ready for statehood. The Herald, formerly an organ of the People's party (Mormon), but now the leading Democratic organ in the Territory, both before and since the Democrats secured it, has declared the Mormons would not again ask for statehood, but would await its proffer by the United States. The Deseret News, the official organ of the Mormon Church and practically neutral in politics, declared the Mormons did not want statehood, and that it (the News) did not support the division movement for the purpose of using it as a means to promote statehood.

The Tribune, the liberal organ, has always opposed statehood and has urged that premature action would be an injury and in no sense a benefit. Besides these concurrent statements there were financial reasons which led many good citizens to oppose statehood. This sub-

stantial unanimity of opinion was rudely disturbed by the attempt to secure the passage of the home-rule bill.

The three political parties in the Territory have recently held Territorial conventions for the purpose of nominating candidates for Delegate to Congress. The Republican and Democratic conventions adopted resolutions declaring in favor of immediate statehood. The Liberal convention declared against it.

The party politicians who a few months ago indignantly denied that party division meant statehood, guided by other lights, have turned a sharp corner, and the Democratic organ, which knew so well the opinions of the people of Utah when it declared "the Mormons would not again ask for statehood," has turned a still sharper corner. How much this sudden change is due to the belief that it will secure votes for a political party, I leave to others to say, but I have no doubt the people of Utah are intelligent enough to see through the motives of "Greeks bearing gifts" to promote partisan ends.

In my last report I said:

The fear of statehood is the principal reason why the non-Mormon citizens of Utah refuse to support the movement to organize the people on national party lines. They think, or at least the great majority of them do, that admission now would be a mistake which can be called nothing less than a political crime. They will rejoice to see the day come when Utah can safely be admitted. They have the interests of the Territory quite as much at heart as have the men who, to further party interests and their political ambition, would hasten statehood. It is no reflection on the good intentions of the Mormon people to say that the effect of statehood now would be to place the Territory under the control of the Mormon Church, if it chose to assume control, because its members form a large majority of the whole people.

This fairly represents the situation to-day.

The large majority of the Liberals, looking forward through a long vista of events which they firmly believe will follow statehood, unqualifiedly express their opposition to statehood. They believe they are entitled because of their numbers and wealth to have their views fully and fairly considered by Congress. They urge that as a rule statehood is only granted in response to the urgent demand of all the citizens; that there is no instance in the history of our country of a Territory being admitted to the Union despite the protest of a large and influential body of her citizens, who believe that it would mean ruin to them politically and financially and to the Territory itself, and that an exception ought not to be made in the case of Utah; that the new political movements in the Territory are only in their infancy, having been so recently commenced that there has not been sufficient time to perfect the work of organization throughout the Territory. That even if it was completed a large number of the people, probably many thousands, are yet undecided as to their political views, and that it will take some time and much patient work to thoroughly educate the people in the political principles of the great national parties; that until these recent movements the subject of national politics was not an issue, and the people, many of them natives of the Territory, had never known any other party than the People's or Mormon party, which never considered national politics; that, because of the more than forty years' contest between the Government and the people, the people had come to regard the members of the Liberal party, which supported the cause of the Government, as their natural enemies, and that it will take time to remove these erroneous impressions. They further represent that they polled at the last legislative election more than 7,000 votes and could probably have polled 2,000 more had proper efforts been made; that their party is in the majority in the counties of Salt Lake and Summit, the

first the natural center of the Territory in a political, commercial, and religious sense, the second the leading mining county in the Territory; that they are also in the majority in Ogden City, the leading railroad center in the Territory; that the total assessed value of property in the Territory as returned the present year is \$117,158,899.51, and of this amount Salt Lake County, has \$51,637,718.26; Summit County, \$4,071-615.61; Ogden City, \$13,500,000, making a total of \$69,209,333.87, or nearly 59 per cent of the whole in the three strongholds of Liberalism; that when they first obtained control of Salt Lake City and County the total valuation was \$18,556,970, and is now \$51,637,718.26, an increase of over 177 per cent, and this increase is mainly due to the efforts and methods of Liberal citizens; that in 1886 they owned over 25 per cent of the property of the Territory and since then have brought a large amount of capital into the Territory and invested it in Salt Lake, Weber, and other counties, until now they probably own over 40 per cent of the whole property; that wherever they have obtained a foothold the public schools have been rapidly advanced; that no person can visit the Territory without failing to see the beneficial changes caused by the enterprise and energy of the citizens who now protest against statehood; that in the great mining camps they are adding millions to the wealth of the Territory and giving to the farmers a market for much of their surplus products; that they are willing to concede there has been a steady improvement in the situation, but not to the extent that others claim; that they do not oppose statehood from any feeling of unkindness to the Mormon people, but from what they believe to be patriotic motives and an abiding conviction that it will be much better for the Mormons and non-Mormons and for the Government if sufficient time be given to permit the new political movements to become firmly established.

There is no doubt because of the long years of strife there has not been that blending of interests which is so necessary to promote the welfare of the Territory. The different elements of the population have drifted wide apart.

The division movement was commenced a little more than seventeen months ago. It was sprung upon the people in a very hasty manner. At the general election some two months later, the work of organization was so incomplete that at many of the polls the people did not know who the candidates were, and in some districts there were no regular candidates of either parties. Since then much earnest work has been done, but there is no doubt there are thousands of people, many of them men of influence and standing, who have not yet determined what their political convictions are.

The business view of the matter I referred to in my last report. The experience of Montana, Idaho, Wyoming, Colorado, and other States has been that statehood meant a heavy increase of taxes, and Utah will have the same experience, only to a greater extent, as the Federal Government pays a larger proportion of the expenses of the Territorial government than it has of any other Territory.

The maintenance of the public schools is a constantly increasing item of expense, though cheerfully borne. The public institutions are increasing their demands yearly and in many ways, though the majority of the people are economical and prudent in their expenditures, there is a steady increase in the cost of the Territorial, county, and municipal governments.

I am aware that many people say we do not care if our taxes are increased; let us have the liberty which statehood brings and we will be

glad to bear them. This is the sentimental view of the matter. The practical view is that Utah, though it has a large area, has but little land in comparison with the whole that can be successfully cultivated. Her manufacturing industries are in their infancy and are being developed slowly. The expenses of a State government will have to be borne mainly by the farmers and owners of city lots. There is now much complaint that taxes are too heavy and they are likely to increase under our Territorial form of government, and after statehood will come the people will have to rely on something more substantial than sentiment to help them meet its grave responsibilities and increased burdens.

The following extract from an editorial in the Deseret News of October 14, 1892, is worthy of consideration in this connection:

No, the Liberal party has no grounds for its alarm if it thinks the Mormons, either priesthood or people, are in a "scheme" to secure "immediate statehood." The Mormons are so much better satisfied with their surroundings and circumstances to-day than those which have preceded them that they are quite willing to leave well enough alone. They are not inviting any increased burdens these hard times, when taxes are high enough already. They will not, of course, reject the responsibility of statehood and its added expenses when they come, but they are contented to wait until everybody feels that they ought to come. Whatever move towards statehood is being made at present, if any such there really is, comes from other than Mormon sources. And when the boon so well deserved is at last bestowed, it will be found that other than Mormon influences have been brought to bear to bring it about.

We say, therefore, gentlemen of the Liberal party, dismiss your fears upon this subject. We speak emphatically and advisedly when we say that the Mormon Church, its priesthood, or its members do not desire the admission of Utah as a State under present conditions and with present feelings, and we announce for them that until such conditions arise, as they undoubtedly will arise sooner or later, the admission of Utah will be as desirable to non-Mormons generally as it is to the Mormon people. The Mormon people will not urge statehood nor take steps to secure it.

At a Territorial convention of the Liberal party, held in pursuance of the following call:

HEADQUARTERS TERRITORIAL LIBERAL COMMITTEE,
Salt Lake, Utah, January 6, 1892.

There will be held a Territorial convention of the Liberal party to take steps to defeat the ruinous legislation proposed for Utah.

The central committee desire the aid of the party in this crisis, and let the response be such that the attempt of a few men to hand over the absolute control of this Territory to the hierarchy we have so long opposed will be shown to be against the will and judgment of all true Democrats and Republicans of the Territory. The apportionment of delegates to counties will be as for the last Territorial convention and as follows:

Beaver, 11; Box Elder, 20; Cache, 8; Davis, 8; Emery, 8; Garfield, 5; Grand, 8; Iron, 5; Juab, 17; Kane, 5; Millard, 8; Morgan, 8; Piute, 8; Rich, 8; Salt Lake, 119; San Juan, 5; San Pete, 11; Sevier, 8; Summit, 32; Tooele, 8; Uintah, 5; Utah, 20; Wasatch, 8; Washington, 5; Weber, 56.

County committees should at once call conventions to elect delegates to this Territorial convention. Where this is impracticable county committees should select the delegates to which their county is entitled.

The convention will be held at Salt Lake City on Thursday, the 4th day of February, 1892, and will be called to order at 12 o'clock noon. The Territorial committee will meet at the Walker House at 8 p. m. February 3, 1892.

O. W. POWERS,
Chairman.
C. E. ALLEN,
Secretary.

the following resolutions were adopted:

Memorial to the Congress of the United States.

Your petitioners, a great convention representing the people of nearly every county of Utah Territory, respectfully and most earnestly implore the lawmakers of this nation to defeat two measures now pending before you, known respectively

as the Faulkner-Caine home-rule bill for Utah, and the Teller bill, providing for statehood for Utah; and for such legislation beg to present the following statement of facts:

Utah was first settled by a people that had been driven beyond the borders of civilization because they had insisted upon being a law to themselves, and claimed a divine right to establish a government of their own, which should be a perfect theocracy wherein one man should be as king and all others as subjects.

Upon their coming they were embittered towards and estranged from the Government of the United States; they taught their children that bitterness for forty years; they so absolutely held the fealty of their people to their own government that thousands and tens of thousands of them grew to manhood and womanhood without the slightest knowledge of the Government of the United States or its laws.

On coming here, moreover, they declared that polygamy was an ordinance of God, and that upon practicing it depended the highest exaltation of mortals when they should put on immortality.

Twenty years ago, some brave and true men within the organization, at mighty risks—social, financial, and personal—set up the standard of revolt against the tyranny of this institution; others joined it. As true men from other States came here they waived their fealty to the national political parties with which they had before acted to combat the common danger which they found threatening their country and their homes in Utah.

The record of the party thus created is one of the brightest in American history. At last laws were passed to destroy polygamy, and through the courage of the United States courts, backed by the Liberal party, those laws began to be enforced. This added to the bitterness which already prevailed and made Utah a place of unrest, contention, and hate.

At last, under the pressure of the execution of those laws, progress began to be made. Hundreds were convicted under them, and with increasing population, Summit County, Weber County, and Salt Lake County, containing half the population of the Territory and paying 90 per cent of the taxes of the Territory, were wrested from church control and put in accord with American institutions in spirit and in truth.

Under the pressure, the head of the theocracy, in September, 1890, declared that he had received permission from God to suspend the practice of polygamy. This was ratified at the great annual Mormon conference held in October, 1890, and again in October, 1891.

Early in the spring of 1891, by a spontaneous movement, the party that had always been known as the Church or People's party was dissolved; throughout the counties, cities, and hamlets of the Territory Republican and Democratic clubs were formed, and the people at once joined these clubs. At the same time a trifling percentage of the other party, known as the Liberals, withdrew from the organization they had so long adhered to and went off on national party lines.

Out of this small percentage, backed by the hosts who a year ago were intent upon "building up a kingdom" and "becoming a distinct people," these bills, which we pray Congress to destroy, were evolved.

This convention notes the changing conditions, and waiving any doubt as to the sincerity of the acts of the masses of those who are seeking the passage of the one or the other bill, protests against their passage on the ground—

First. That the great majority of the Mormon people have but just begun to cultivate a knowledge of American institutions or an affection for them.

Second. Because the people are not like foreigners coming here from abroad, but are people who have been brought up as aliens within the Republic and the obedient followers of a power which, from their cradles, they have been taught to believe is divine, which power still teaches that daily revelations from God are a part of every true Saint's belief. And this is, too, a people who are still largely in majority in Utah.

The convention further submits that the Territory is prosperous; that the rights of all men are carefully guarded; that there is no need of the proposed legislation, and that a fair time for education should be given before the Government surrenders its sovereign and merciful authority over one-twentieth part of the area of the Republic.

And, moreover,

Be it resolved, That the Liberal party of Utah has no king, dictator, czar, junta, directory, advisory board, or boss. It has but one ruler—"the will of the people of Utah properly expressed in regular and lawful way." It recognizes no organ save the independent press of Utah, and authorizes none but its regularly elected or delegated representatives to voice its utterances.

Resolved, That the Liberal party reaffirms its fealty to the principles upon which it was founded; it welcomes exultingly the progress that has been made through its efforts; it rejoices over the changing conditions which are going on in Utah; it

looks forward hopefully to the time when all the people of the Territory can unite in a petition for statehood.

Resolved, That as the Liberal party is and always has been a party of law, as it has never demanded aught except obedience to the law, it rejoices now in the increasing peace, order, and prosperity that has come through that obedience.

Resolved, That with malice toward none, with charity for all, the Liberal party is in full touch with all the best interests of Utah and her people, and aims at nothing less noble than to make sure the utmost prosperity, happiness, and peace of all the inhabitants of this Territory.

Resolved, That we commend the action of the legislative assembly of Utah, now in session, in passing, by almost unanimous vote, its act for the punishment of polygamy and kindred crimes, and further respectfully ask the Congress of the United States to adopt an amendment to the Constitution prohibiting the practice of polygamy anywhere within the boundaries of the Republic.

Resolved, That a committee, composed of men representing the varied important industries of Utah, be sent to Washington to present the memorial and resolutions adopted by this convention, and to protest before the Committees on Territories in both branches of Congress against the passage of both the Faulkner-Caine and Teller bills.

It is my opinion, having due consideration for the wishes and feelings of all, that between the two great elements of the population, Mormon and non-Mormon, the sympathy of feeling and harmony of purpose does not exist which is so essential to the prosperity and happiness of the people under statehood, and that it would be an act unworthy the justice of a great government to turn a deaf ear to the appeal of the men who, in Utah, have always upheld its authority and obeyed its laws.

I am, sir, very respectfully,

ARTHUR L. THOMAS,
Governor.

Hon. JOHN W. NOBLE,
Secretary of the Interior, Washington, D. C.

ANNUAL REPORT
OF
THE UTAH COMMISSION.

CHICAGO, ILL., *September 15, 1892.*

SIR: The Utah Commission respectfully submits the following report of its proceedings for the year ending September 1, 1892, during which time three sessions have been held, one at Chicago from September 22 to September 29, 1891, and two at Salt Lake City, one from January 11 to March 12, and one from July 21 to August 13, 1892.

POLITICAL.

In its report for 1891 the Commission recorded the abandonment of its organization by the People's party, and the proposed division of its voters upon national party lines. But one general election has been held upon that basis, and it may yet be considered in the light of an experiment, although, in the opinion of the Commission, a change is apparent in the political situation in Utah, which, if properly fostered and honestly managed, will be productive of good results.

It is hardly to be expected that a people who have been taught for years to hold themselves aloof from and even in hostile attitude towards all who differed from them in religious beliefs and political methods, should at once be able to conform themselves to an entirely new order of things, or to familiarize themselves with the questions upon which the great parties naturally divide. Such a thing would be anomalous in human affairs, and it was for this reason that the Commission expressed no opinion upon the sincerity of the sudden change. It may be said that a large majority of the Gentile population of Utah doubted and still doubts it, although many are beginning to feel that the change must come sooner or later, and that reforms never move backward.

The Commission is glad to note the interest that is manifested generally in political questions, and the growth of sentiment on party lines. It does not believe, however, that the end is reached. Rather it believes that a beginning has been made which augurs well for the future, and hopes that no hasty or unwise legislation may be enacted, which might retard rather than hasten the desired results.

The Commission has been severely criticised by the Mormon Church authorities for asserting that the church interfered with and directed the politics of its members, and in the general conference of the church in October, 1891, a series of resolutions were presented and adopted declaring the statement to be false. It may be noticed, however, that the resolutions (which will be set out later in this report) impliedly admit that there has been appearances of such interference and domination in the past, and declares that "there is now no foundation or excuse for the statement that church and state are united in Utah, or that the leaders of the church dictate the members in political matters." ters."

It is noticeable, too, that the statements of the Commission were based upon a case in the Mormon ecclesiastical court at Provo, in which, as late as January, 1890, Joseph D. Jones was tried and excommunicated, upon a charge of having joined the "Loyal League of Utah," and because "its principles are in direct opposition to some of the principles of the Church of Jesus Christ of Latter-Day Saints, for instance, the principle of celestial marriage and local self-government," and, that while the conference denied the existence of any interference or dictation, it did not and never has denied that such trial, conviction, and excommunication occurred just as the Commission stated it.

The official declaration of the church referred to, if followed out in practice, is a new departure, and can not but prove to be another important step in advance.

Prior to the municipal election for Salt Lake City, held in February last, the Commission appointed Hon. Elijah Sells, Secretary of Utah, as chief registration officer. It also requested Chief Justice Zane to hear and determine objections which might be filed to the right of those registered to vote.

This fact should be a sufficient answer to the malicious charge that the Commission takes care that only irresponsible and sometimes disreputable persons are appointed to perform those duties.

No complaints were made to the Commission in regard to the registration, and not a single objection was filed against anyone registered as a voter. The judges of election for each poll were appointed from each of the three parties, Republican, Democratic, and Liberal.

The result of the election was a victory for the Liberal party, it having a clear majority over the Republican and Democratic parties combined.

As the Liberals had a minority representation in the election machinery at each poll, this fact should set at rest the virulent charges which have been so often made, that in preceding elections it had only succeeded through fraudulent practices.

Municipal elections have been held as follows:

City.	County.	Date.
Kaysville.....	Beaver	Feb. 3, 1892
Salt Lake.....	Salt Lake.....	Feb. 8, 1892
Provo.....	Utah	Do.
Richmond	Cache	Do.
Logan	do	Mar. 7, 1892
Park	Summit.....	May 10, 1892
Smithfield	Cache	May 2, 1892
St. George.....	Washington.....	Mar. 7, 1892
Wellsville.....	Cache	Do.

Municipal officers were elected as follows:

Mayors	9
Councillors	64
Aldermen	3
Recorders	8
Treasurers	9
Assessors	1
Assessors and collectors	8
Marshals	8
Police judges	1
Justices of the peace	23
Total	134
Registration officers appointed	368
Judges of municipal elections	138

The registered vote of Salt Lake City in February, 1892, was 11,483, of which was cast 8,324.

The party votes cast were as follows:

Liberal	4,705
Democratic	2,767
Republican	852
Liberal majority over Democratic	1,938
Liberal majority over Republican	3,853
Liberal majority over both	1,086
In 1890 the Liberal majority over both was	807

The registered vote of Salt Lake City has steadily increased since 1888 as follows:

In June, 1889, when the Liberals had for the first time a majority of 41, it was	5,494
In June, 1890, it was	7,621
In June, 1891, it was	10,273
In February, 1892, it was	11,483

The general election for Delegate to Congress, Territorial and county officers, and nearly all of the municipal elections, are yet to be held on the Tuesday after the first Monday in November.

CHANGE IN ELECTION AND REGISTRATION LAWS.

In March last the legislative assembly of Utah, by law duly approved by the governor, provided that on the Tuesday after the first Monday in November, 1892, and biennially thereafter, a general election for Territorial, county, and precinct officers shall be held, the term of the officers so elected to begin on the 1st day of January following and continue for two years, except in the case of county collectors, whose terms are to begin on the 1st day of June.

Also that on the Tuesday after the first Monday of November, 1892, an election shall be held in each city, town, village, and school district (except in such cities as shall have held an election in 1892 prior to May 31) for all elective municipal officers, the term of the officers so elected to begin January 1, 1893, and continue one year, the terms of present incumbents to end at the same time; that on the Tuesday after the first Monday of November, 1893, and biennially thereafter in each city, town, village, and school district, an election shall be held to fill all elective offices therein, the officers so elected to hold their offices for two years from the 1st of January following.

Also that an election for members of the legislative assembly be held on the Tuesday after the first Monday of November, 1893, and biennially thereafter.

Heretofore the Territorial, county, and precinct elections have been held in August, and the municipal at times ranging through nearly every month in the year. By the new enactment all are to be held upon the same date, the Territorial, county, and precinct elections occurring in the even-numbered years, and the legislative and municipal in the odd-numbered years.

To correspond with this change of holding elections, the registration laws were also changed, so that the registration commences now on the first Monday of August in each year throughout the Territory, to be completed before the first Monday in September.

Omissions may be corrected during the week commencing on the last Monday of September, and the completed lists and affidavits are to be delivered to the clerk of the county court on or before the second Monday in October. The filing and hearing of objections to the right to vote is left as before.

To comply with this law will yet require at least two, and perhaps more, sessions of the Commission in each year, only the long winter session being rendered unnecessary.

Complaint was made before the Congressional committee that after the Commission had suggested changes in the registration law, the legislature enacted a law to remedy the evils, which was approved by the Commission and still was vetoed by the governor.

This is an incorrect statement. The Commission has not "approved" such an enactment. It has no authority so to do. Advice has more than once been asked of individual members of the Commission upon such proposed legislation, and their opinions as to the propriety of proposed reforms have been freely and frankly expressed, but the acts when passed have always contained features which could not be indorsed by the Commission.

The act in question contained features and provisions which seemed objectionable to the governor, who alone has the power of approval or veto, and it failed to receive his approval. With his reasons for failing to approve the act the Commission has nothing to do, but is satisfied that the governor not only acted conscientiously in the matter, and for what he deemed to be to the best interests of the people of the Territory, but that he was right in withholding his approval.

POLYGAMY.

Prior to the last report of the Commission the president of the Mormon Church had issued a manifesto on the subject of polygamy which was claimed by the authorities to have the force and effect of abolishing that institution. But because the Commission pointed out the fact that it was merely an advice to suspend the operation of what the church authorities still claimed was a divine law, and presented facts which tended at least to show that polygamy and its kindred offenses were still to some extent being practiced, it found itself at once the subject of the most violent denunciations as retailers of falsehoods.

The report was published in but one of the Salt Lake papers on the 6th of October, 1891, its first appearance in print in Utah. On that day the general conference of the church was in session, and a committee was appointed, and on the same day presented the following preamble and resolutions:

Whereas the Utah Commission, with one exception, in their report to the Secretary of the Interior for 1891, have made many untruthful statements concerning the Church of Jesus Christ of Latter Day Saints, and the attitude of its members in re-

lation to political affairs; and whereas said report is an official document and is likely to greatly prejudice the people of the nation against our church and its members, and it is therefore unwise to allow its erroneous statements to pass unnoticed: Now, therefore, be it

Resolved by the Church of Jesus Christ of Latter Day Saints in general conference assembled, That we deny most emphatically the assertion of the Commission that the church dominates its members in political matters, and that the church and state are united. Whatever appearance there may have been in past times of a union of church and state, because men holding ecclesiastical authority were elected to civil office by popular vote, there is now no foundation or excuse for the statement that church and state are united in Utah, or that the leaders of the church dictate the members in political matters; that no coercion or influence whatever of an ecclesiastical nature has been exercised over us by our church leaders in reference to which political party we shall join, and that we have been and are perfectly free to unite with any or no political party we shall join as we may individually elect; that the People's party has been entirely dissolved, and that our fealty henceforth will be to such national political party as seems to us best suited to the purposes of republican government.

Also, be it resolved, That we do not believe there has been any polygamous marriages solemnized among the Latter Day Saints during the period named by the Utah Commission; and we denounce the statements which convey the idea that such marriages have been contracted as false and misleading, and that we protest against the perversions of fact and principle and intent contained in the report of the Commission, and declare that the manifesto of President Woodruff forbidding plural marriages was adopted in all sincerity and good faith, and that we have every reason to believe that it has been carried out in letter and in spirit; and all statements to the contrary are entirely destitute of truth.

And be it further resolved, That we appeal to the press and people of this country to accept our united declaration and protest, to give it publicity, and to aid in disseminating the truth, that falsehood may be refuted and justice be done to a people continually maligned and almost universally misunderstood. And may God defend the right.

The report of the conference continues: "The preamble and resolutions were unanimously adopted by raising the right hand and shouting aye."

At the same time the following was read to the conference:

Declaration by the First Presidency of the church concerning the official report of the Utah Commission made to the Secretary of the Interior, in which they allege: "During the past year, notwithstanding the 'manifesto,' reports have been received by the Commission of eighteen male persons, who, with an equal number of females, are believed to have entered into polygamous marriages during the year." We have to say it is utterly without foundation in truth. We repeat in the most solemn manner the declaration made by President Woodruff at our general conference held last October, that there have been no plural marriages solemnized during the period named. Polygamy or plural marriage has not been taught, neither has there been given permission to anyone to enter into its practice, but on the contrary it has been strictly forbidden.

WILFORD WOODRUFF.
GEORGE Q. CANNON.
JOSEPH F. SMITH."

This was also *unanimously* received, indorsed, and adopted by the conference.

If by these resolutions and declaration they mean to say that the Commission states falsely that it has such information the reports are on file in the archives of the Commission. If they mean that these sworn officers of the Government report falsely, it may be answered that these officers live in and are familiar with the precincts, make the house-to-house canvass for registration, and can not possibly have an interest in reporting anything but the facts, and that common rumor abundantly corroborates their reports.

Denials and denunciations prove nothing. Both have been resorted to by the church authorities for many years. They denied the existence of polygamy when it did exist, and only ceased to deny it when it could no longer be hidden.

The Utah Commission has, and can have, nothing to gain by inventing and narrating falsehoods or perverting the truth. It aims to "set naught down in malice, nor aught extenuate."

How long was it before the formulation of the offending report that Prof. Talmage, principal of the Latter Day Saints' College, a school where both sexes are taught, testified under oath in the United States district court at Salt Lake, as follows?

We teach that we have a right to obey all the revelations of God. I believe that the revelation in regard to plural marriages is from God, and believe that if the Constitution was properly administered the law against plural marriage would never have been passed. I think Congress overstepped its authority in passing that law. * * * We teach pupils that the revelation in regard to celestial marriage is from God, and that it is their duty to obey. All plural marriages are celestial, but all celestial marriages are not plural.

The revelation on plural marriage has not been expunged from the Book of Doctrines and Covenants, nor have the countless arguments in its favor been withdrawn from the hands of the people or their teachers. What avails it then to say the doctrine is not taught? Since the report of 1891 was made some of the highest authorities in the Mormon Church have been called upon to testify in the United States district court in what is known as "the church escheat cases."

The Commission will let their testimony speak for itself upon the binding force of the revelation, the effect of the manifesto, and the value to be placed upon the unanimous vote of the general conference of the church. Wilford Woodruff, president of the church, testifying on the 19th day of October, 1891, two weeks subsequent to the action of the conference quoted, in reply to interrogatories propounded by United States District Attorney C. S. Varian, testified as follows:

Q. Has any principle or tenet having its foundation in revelation been submitted to the membership of the church with a view to their accepting or rejecting it by vote?—A. Yes, sir, I think all revelations we have received have been accepted by vote.

Q. Has there ever been an instance of one being rejected?—A. Not as a general principle.

Q. Well, has there ever been an instance of one being rejected at all where it purported to come through the proper channels from the higher power?—A. No, sir.

Q. Is not the principle of plural marriage still a tenet of the faith of your church?—A. Yes, I believe the church believes in the principle.

Q. Would it not have to be changed by the same power and authority from which it is derived, as a principle?—A. Yes, sir. I would remark that a principle may be believed in by a church—a true principle—and still not practiced.

Q. You don't understand, then, that the people of your church indicated by accepting your declaration that their views or beliefs upon the principle involved were at all changed, but only that they were willing to follow your advice in submitting to the conditions that confronted them?—A. Yes, sir; I view that to be about the ground.

Q. Isn't it true that you understand, and that your people believe just as you do about it, that it is submission to the law on your part and not at all a change in the tenor of your faith?—A. Probably.

Q. Isn't that the true state of the case?—A. Yes, I think that is the case.

Q. And that a true principle does not change?—A. No, sir; I don't think it does.

Q. And this is a true principle, as your people believe?—A. Yes, sir; as we believe.

George Q. Cannon, second in the first presidency of the church, also testified on the same subject as follows:

Q. Now, Mr. Cannon, calling your attention to the so-called manifesto, I understand the original law of the church was derived from revelation given to Joseph Smith?—A. Yes, sir. * * *

Q. Now do you understand that that principle, as announced through that revelation, is no longer the true principle, as a tenet of the faith of the church?—A. I believe and know as I may say as much as human being can know from divine source,

that that revelation was from God, but circumstances have arisen of such a character as to compel us to no longer obey it.

Q. To suspend its operation?—A. Yes, sir; not to suspend its operation, but to cease its practice.

Q. Cease the practice and suspend the operation of what is a divine principle?—A. Yes, sir.

Q. The truth is never anything but the truth, is it?—A. Oh, it is unchangeable.

Q. Then you don't understand that God has changed that principle?—A. Not in the least.

Joseph F. Smith, the third in the first presidency, also testified:

Q. Do you believe that the principle of plural marriage came through a revelation of God to Joseph Smith, and through him to this people?—A. Yes, sir; I do.

Q. Do you believe that God has recalled it, revoked it, changed it, as a true principle?—A. I believe he has suffered it to be revoked; that is, so far as the practice of it is concerned.

Q. I am speaking of the principle itself—plural marriage.—A. I don't think that he has revoked the principle at all. * * *

Q. And the same authority, acting through similar inspiration, you believe could revoke this command as well as give it?—A. I presume it could.

Q. And in the event of such action being had, it would receive the same acceptance and obedience that this manifesto would receive?—A. Yes; no doubt it would be if all the circumstances were favorable towards it.

Q. If conditions changed?—A. If conditions changed.

Q. If it could be done lawfully?—A. If it could be done lawfully.

Lorenzo Snow, president of the Twelve Apostles, also testified to the same effect as to polygamy still being a true principle, and as follows, upon the vote of the conference by which the manifesto was accepted:

Q. What would have been the effect of the manifesto, or would it have had any effect if the people there had all voted to reject it?—A. Such a thing never could have happened any more than the sun could be made of green cheese, or the moon.

Q. Why?—A. Because it is impossible.

Q. There has never been an instance where conference rejected by vote any statement of the kind, or of a similar nature made by the president?—A. Not within my recollection.

The foregoing is not a statement made by the Commission. It is the sworn statement of the beliefs and teachings of the highest dignitaries of the Mormon Church, falling from their mouths two weeks after they placed before the general conference of their church, and had unanimously adopted, their denunciation of the Utah Commission as liars, because it said in its report that they believed and taught that doctrine.

It is the testimony of the three dignitaries who affixed their names to the "Declaration of the First Presidency," saying of the Commission's report "It is utterly without foundation in truth."

It may be added that this Joseph F. Smith, who spoke so certainly upon this subject, had not been visible in the Territory for nearly eight years, until the meeting of that conference. During that time he had been a fugitive from justice, in hiding, "On the underground," evading the officers of the law, and upon his full confession that he had been guilty of the practice of this very doctrine, and his earnest appeal for clemency, and solemn promise to obey the law in the future, had just received the pardon from the executive, which permitted him to be present and attack and denounce as falsifiers representatives of the Government who had been on the ground from six to eight months of every year of the eight years during which he was a fugitive and in hiding in other parts of the world.

The Utah Commission would call attention to the fact, which it esteems no cause for regret but rather something to be gratified with, that in all three of the public and official declarations of the church which marks its change of front as to the heretofore cardinal doctrine

of its creed, the acts of the Commission are given as the reason for their promulgation. The Commission considers this fact stronger evidence than it could elsewhere adduce, to prove that the work it was called upon to perform has been well and thoroughly done.

The Commission credits the church with all that can reasonably be claimed for it from the official declaration it has promulgated.

Much credit has been assumed by the Mormon Church and people for their change of front on the subject of polygamy, and their asserted willing submission and obedience to the laws of the General Government and profound reverence for the rulings of the courts of the country. In this connection it may not be unprofitable to recall certain facts which may have had a potent influence in producing that change of front.

It is a matter of history that by reason of their peculiar practices they were driven from Ohio, Missouri, and Illinois. When they migrated to the mountains they were left to themselves from 1847 to 1862, and there openly established and practiced polygamy, not then made a crime by statute, but a practice in violation of the common law of the country, and of the sentiment of the civilized world. In 1862 the practice came under the ban of the penal laws of the nation by the enactment of what is known as the Poland law, but these people openly defied and set that law at naught, and the courts for twenty years found it impossible to enforce it or to punish for its violation, by reason of the united action of the people in preventing the execution of the laws and process of the courts.

The country demanded more stringent laws, and the Edmunds law was passed in 1882 giving the courts more power, adding the penalty of disfranchisement, and authorizing the appointment of the Utah Commission, whose powers are limited to the provisions of one small section of that law. The courts were busy and became able to make their power felt, and the work of the Commission was progressing, but both were always confronted with the united and determined opposition of the Mormon people acting under shrewd and able leaders. The people of the country were impatient at the slow progress made, and further legislation was had in what is known as the Edmunds-Tucker law of 1887, which strengthened some of the weak points of the former law.

The opposition was still active, united, and determined. Hundreds and perhaps thousands were convicted and went to the penitentiary as convicts rather than submit to the law. Thousands submitted to be deprived of citizenship rather than give up this so-called "divine principle" and sacred right. No spirit of inspiration came upon the minds of their spiritual advisers to suspend the operation of the practice which was causing all this suffering. No signs of submission to the laws of the land, no reverence for the authority of the Government were visible, but in all Utah those laws were denounced as wicked and unconstitutional and their enforcement as persecutions.

At last, in the adjoining Territory of Idaho, the legislature passed a measure practically disfranchising all persons who gave adhesion to the Mormon Church. Later, the same or a similar provision was incorporated into the Constitution under which Idaho was admitted into the Union as a State.

Cases were litigated under one or both of these provisions of disfranchisement, which in due course of time reached the Supreme Court of the United States, where the acts of disfranchisement were held to be valid and not in conflict with any provision of the Constitution of the United States.

Very soon after this decision of the Supreme Court, bills were simul-

taneously introduced into Congress, one in the Senate by Senator Cul-
lom, of Illinois, and the other in the House by Representative Struble,
of Iowa, embodying similar provisions for the disfranchisement of all
adhering to such ideas and teachings in any of the Territories of the
United States. These bills were considered respectively by the Com-
mittees on Territories of both Houses, and each reported on favorably
and their passage recommended.

Shortly after these reports were made, and when the passage of such
a measure was reduced almost to an absolute certainty, the divine im-
pulse began to stir the heart of the first presidency of the church,
with the result that "inspiration" brought forth the celebrated mani-
festo of September, 1890, wherein this Commission was made the scape-
goat for the denunciation of the church hierarchy, the better to conceal
their bitterness toward the Government.

That agency of the Government which had been most active, per-
sistent, and instrumental in exposing the iniquities of its practices, and
invoking the powers of the Government for their suppression, was
selected as the butt for the concentrated wrath of the church, rather
than the Government which had created the agency.

Delegate Caine said in Congress that "a great deal of credit has
been claimed for the Utah Commission for the wonderful service it has
rendered the country by the suppression of polygamy in Utah. Let me
ask what these commissioners have done in that regard? * * * I
fail to see wherein the Commission can claim any credit for the sup-
pression of polygamy."

Perhaps others can read history to better advantage than he. For
thirty-five years polygamy flourished in Utah, and for twenty years of
that time in defiance of the penal laws of the land. The Commission
was organized, and in eight years time the steady and inflexible en-
forcement of the laws, aided by the fear of further disfranchisement,
compelled the authorities of the church to abandon their cherished
doctrine and openly declare their willingness to obey the laws, and the
Utah Commission was the only agency referred to as the reason for
issuing the "inspired" manifesto.

Where before in the history of the world has been recorded any in-
stance of a powerful church, with numerous and devoted followers,
giving up an article of faith in their creed, given to them, as they aver
and many doubtless believe, by a direct revelation and as a command
from God, upon the advice simply of the head of the church, with per-
fect unanimity, and without a single expression of dissent or even doubt,
and without even a manifestation of discontent?

Such is the marvelous condition of this important change. It is said
by the church organ that the manifesto when read to the conference
was adopted by one unanimous uplifting of hands in the tabernacle.
So far as can be seen by those living among these people, the only vis-
ible manifestation of discontent or of belief or unbelief in the divine
inspiration of the manifesto, is seen in the continuation of the practice
by members of the church, in defiance of law and of the manifesto, as
shown by the frequent arrests, indictments, and convictions for polyg-
amous offenses.

It would seem to clearly demonstrate that the charge made against
the church, that it seeks and exercises temporal as well as spiritual
power, and through church influences dominates its members, and will-
ingly or unwillingly compels compliance with the will of those who
govern the church, is well grounded.

That the church has taken this step only a few months since, while

still claiming the doctrine to be a "divine command," would seem to be no reason why the Government should at once withdraw all the safeguards it has confronted and surrounded these people with, or deliver over to them the sole and complete political power of the Territory. "Time proves all things." It should not be forgotten, that at one time the military power of the nation, and for thirty years the most restrictive legislation and its vigorous enforcement, has been required to bring about this very condition they claim now to exist. Every step has been gained over an intense and united opposition led by these same men who are so free to denounce others and so loud in their self praise.

There seems to be a misapprehension in some quarters as to the functions of the Commission, and even Congressmen appear to think it is charged with the enforcement of penal laws against polygamy, and it was lately said on the floor of the House that no conviction had resulted from its work.

This Commission is not a court to prosecute cases of polygamy. It can not compel witnesses, to appear and testify, and might fail to establish the absolute verity of any case. Its functions are confined to the electoral provisions of the law.

That it has reports which indicate that polygamy is not wholly abandoned is the truth. Is it to be wondered at that a people which has been taught for so many years that polygamy is a divine principle, that the principle is still divine, and merely suspended by an advisory proclamation, should have some members who will prefer the "Divine command" which is in accord with their lustful proclivities, rather than comply with the advice which would cut off the source of their highest felicity not only in this life but in the kingdom their faith teaches them awaits the devotee who lives up to the "Divine command" which enjoins the practice of polygamy?

Is it at all a matter of surprise that, in a territory of many thousands of square miles, whose settlements are in valleys isolated from each other, and many of which are inhabited wholly by Mormons, who, whether polygamists or not, are all firm believers in this tenet of their church faith, and will neither betray their neighbors nor bear witness against them, but on the contrary will use every effort to conceal the facts, it is supremely difficult to obtain absolute proof of facts which the whole community may believe exists?

Common repute throughout the Territory would bring conviction to most minds, but without giving weight to that, the commission has information which compels it to believe that the practice of polygamy has not yet wholly ceased.

A distinguished judge of the United States district court for Utah, making a statement in favor of the claimants for statehood or home rule, before the House Committee last February, instanced the "case of a young man who had married as his plural wife a young woman whose father did not know of the marriage until it was found that his daughter was pregnant with child, which child was born as late as last July." With such secrecy surrounding such marriages, it is difficult to understand why the Commission is expected to furnish direct, formal, and conclusive proof of the cases it reports. That the church has formally spoken against the further solemnization of such marriages; that a large number of its members apparently accept it as final, and profess a willingness to obey the law, is gratifying, and a fact the Commission is glad to record.

But that polygamy still exists, and that there are many cases con-

stantly coming to the public knowledge of association between polygamists and the plural wives they had professed to have put away, is a fact that, in the face of the statistics presented, can hardly be controverted. The cases of arrest for unlawful cohabitation have of late been very numerous, and men of prominence in the church are found among the number.

Possibly this is due to the weakness common to the majority of mankind, but whatever the cause the fact remains.

Much stress was laid in the statements before the Congressional committees upon the fact that no convictions for polygamy have lately been had, as if that finally disposed of the question.

The convictions for unlawful cohabitation, which means living in polygamy, are numerous, and would doubtless be more numerous were it not for the fact that it is so difficult to convict. Not all the acquittals are had upon the ground of innocence, but in many cases because the plural wife and the evidence is spirited away or can not be produced in court.

The Commission has reports of 22 male persons who are believed to have entered into polygamous marriages during the past year, and of more than 300 persons who are known or believed to be now living in polygamous relations. Some of these are stated to be high dignitaries in the church, and none are believed to have lost standing in the church by reason of their polygamous practices.

Cases that have come to the judicial knowledge of the United States courts since last report.

Court.	Adultery.	Unlawful cohabitation.	Fornication.	Total.
First district (Provo).....	25	24	25	74
First district (Ogden).....	23	20	5	48
Second district (Beaver).....	1	6	1	8
Third district (Salt Lake City).....	14	7	5	26
	63	57	36	156

INDICTMENTS FOUND.

Court.	Adultery.	Unlawful cohabitation.	Fornication.	Incest.	Total.
First district (Provo).....	7	3	3	3	16
First district (Ogden).....	18	16	3	.....	37
Second district (Beaver).....	3	1	.....	.....	4
Third district (Salt Lake City).....	14	7	5	.....	26
	42	27	11	3	83

CONVICTIONS.

Court.	Adultery.	Unlawful cohabitation.	Fornication.	Incest.	Total.
First district (Provo).....	8	7	2	1	18
First district (Ogden).....	5	18	4	.....	27
Second district (Beaver).....	1	6	.....	.....	7
Third district (Salt Lake City).....	8	6	3	.....	17
	22	37	9	1	69

Cases that have come to the judicial knowledge of the United States courts since last report—
Continued.

ACQUITTALS.

Court.	Polygamy and bigamy.	Adultery.	Unlawful cohabita- tion.	Fornica- tion.	Total.
First district (Provo)		17	17	23	57
First district (Ogden)	2	20	17	1	40
Second district (Beaver)			6	1	7
Third district (Salt Lake City)		6	3	2	11
	2	43	43	27	115

Cases involving sexual offenses reported by United States commissioners.

	Polyg- amy.	Bigamy.	Unlawful cohabita- tion.	Adultery.	Fornica- tion.	Incest.	Rape.	Total.
Complaints	1	1	60	68	42	6	1	179
Held to answer	1	1	28	50	16	9	1	106
Dismissed			22	20	20	1		63
Not found								10

ATTACKS UPON THE COMMISSION.

During the hearings before the Committees upon Territories of the Senate and House of Representatives last winter, the Commission was violently assailed, and without opportunity for defense, as no resolution of Congress required an investigation of the acts of the Commission, nor was it invited to appear and answer to the attacks made upon it. In fact, when it addressed a respectfully worded communication, inclosing marked copies of its official reports for the years 1889 and 1890, to the chairman of the Senate and House Committees on Territories, respectively, and asked that the marked portions be brought to the attention of the committee and be made a part of its record, as the answer of the Commission to the wholesale charges which were being made before them and published to the world, no attention was paid to the request, so far as the record shows.

The marked portions of those reports contain what the Commission deems a complete answer to and refutation of many of the stale and unfounded slanders then being rehashed before the Congressional committees, and need not be repeated here, but a few points not thus met are deemed proper to be noticed.

In the memorial of the Utah legislature to Congress is found the following:

The most vicious interference with the vestige remaining of our local liberties is in the maintenance and action of the Utah Commission, who, in the appointment of registration officers, have often selected corrupt and irresponsible persons. These have filled the registration lists with fictitious names and resorted to other devices by which repeating and other frauds might be successfully perpetrated at elections.

In the statement of Mr. C. C. Richards before the Senate committee, he said:

In the selection of the deputy registrar for each precinct, care is taken in all the important precincts that an irresponsible, and in many instances, disreputable elector is chosen. Men who would as soon be engaged in fraudulently striking off and adding names to the list of voters as to be employed in some honorable pursuit, are

selected to hear and determine objections to the right of electors to vote, etc.
* * * The judges of election are appointed in the same way and to a considerable extent from the same class of people.

(It may be noted that this gentleman has frequently been appointed by the Commission as judge of election. He should know of what he speaks.)

The same gentleman appeared before the House committee and elaborated his charges to a much greater extent than before the committee of the Senate. In one case he became specific, and states:

We have often called the attention of the Commissioners to such appointments and protested against them, but to no purpose; they continue the creatures in power. For some time the deputy registrar for the precinct in which I lived in Ogden has been a man who for many years has had a public and notorious reputation of being a gambler, saloon man, and proprietor of low dives. He makes up the list of voters, keeps the affidavits for registration, and hears all objections to the right to vote of persons registered. That ward is the key to the political situation locally, as the hotels, boarding houses, saloons, and dives are all in that ward. The opportunities for crime are there, and are utilized. Do you suppose that the Commission are ignorant of the fact? Certainly the people of Ogden do not think they are.

Mr. Franklin S. Richards (a brother of the last named) was more conservative in his statement before the Senate committee, but stated as to appointments made by the Commission that they were

Men who were irresponsible, who could not be made to respond in damages for anything that they might do, and in some instances corrupt men. That is true. * * * I say that class of men has been selected, and in some cases repeatedly. After protest? Yes, sir; after protest. I know whereof I speak in this matter. * * * The Commission have appointed men known to be professional gamblers, without any pecuniary responsibility, and whose word would scarcely be taken on oath.

These are charges of a very serious nature, and were there any truth in them the Commission would freely admit that its duties had not been well performed. Their weakness lies in their absolute falsity.

It is true that in some instances complaints have been made to the Commission of the acts of its appointees. It is not true that these complaints or protests have been unheeded. In every instance investigation has been promptly made, and if wrong was found it has been righted as far as the power of the Commission could go. In many instances complaints were on investigation found to be unwarranted by the facts. In one notable instance the vice-chairman and secretary of the People's or Mormon party, to which both of the Messrs. Richards belonged, preferred charges in writing which were of such a serious character that the chairman called the Commission to meet in special session in Salt Lake City to investigate them. This was in December, 1889. The Commission sat for nine days hearing evidence upon the charges preferred, and came to the unanimous conclusion that they were unfounded and frivolous. A full report of the charges, hearing, and finding was made in the report of the Commission to the Secretary of the Interior for 1890.

It is not true that the Commission has ever selected "a corrupt man," a "known gambler," or a "disreputable character," for registration or election officer knowingly, and if by chance such a person has been appointed it has not yet been brought to the knowledge of the Commission.

The Commission has since its organization acted uniformly upon the rule of selecting for county registrar one of the best and most intelligent of the citizens of the county who would accept the position. He has always been called upon to nominate for deputy registrars a competent and reputable elector of the precinct to be registered, and the

appointments of deputies for these precincts have generally been made on the county registrar's recommendation. The exception has been when some objection has been made to the person thus recommended, in which case investigation has always followed, and some other person appointed if the objection proved to be well founded.

Referring to the specific charge of Mr. C. C. Richards that in his precinct in Ogden "the registrar for many years has had a public and notorious reputation of being a gambler, saloon man, and proprietor of low dives," and his insinuation that the Commission was not ignorant of the fact, the Commission has to say, that immediately upon the publication of Mr. Richards's statement made before the House committee, the chairman and another member of the Commission proceeded to Ogden and made investigation into the facts. They found that the registration officer of the precinct (second) in which Mr. Richards lives was one William Studor; that he had no such reputation as Mr. Richards attributed to him, was not known as a gambler, a saloon man, or proprietor of low dives; that his registration work had always been well done; that no complaints had ever been made to the Commission in regard to him or the performance of his duties, and that none of the Ogden people of whom they inquired had ever heard of the charges until made by Mr. Richards before the Congressional committee. The preceding municipal election in Ogden had a "Citizen's or Reform party" in the field, which was successful in obtaining control of the city government, and Mr. C. C. Richards was an active supporter of the candidates of this party. When it got control of the city government it bore testimony to the good character of Mr. Studor by appointing him to a responsible fiduciary position under the city government—that of dog-tax collector, which, it is believed, he still holds. He has again, in August, 1892, been strongly recommended to the Commission for the position of registrar of his precinct. It would seem, therefore, that Mr. Richards was misinformed when he made the statement he did before the Congressional committees.

Another charge of a serious nature is contained in the statement of one H. W. Smith before the same committees. He said:

For every commission issued to any officer appointed in the Territory the secretary gets the money in the first instance, but who gets it afterwards I do not know. The report of the Utah Commission shows that 744 of these officers were commissioned in 1891. That was the year in which but few officers were elected. During the year 1892 (the gentlemen who are with me and myself have discussed the matter) it is estimated that 1,800 additional officers would be commissioned. Take it for the two years, and something like 2,500 officers would be commissioned, and the fees for their commissions would be \$12,500, a right comfortable little sum, more than any of this committee get. And that money is filched out of the pockets of the people without authority of law.

This statement refers directly to registration and election officers appointed by the Utah Commission, as he says "that was the year when but few officers were elected."

Had Mr. Smith desired to state the truth he could easily have learned that not a cent had ever been charged to or paid by any officer appointed by the Utah Commission for issuing commissions to such officers. Further, that there is but one class of officers who are by law charged a fee of \$5 for their commissions, and they are commissioners of deeds for Utah in other States, and that the only other officers to whom is charged a small fee for commissions are those officers who, by the Territorial laws, are required to be commissioned by the governor. With these officers the Utah Commission has nothing to do, except such as are elective officers, and these receive their certificates of election from the Commission without charge or fee.

Much was said in those Congressional hearings in regard to the members being nonresidents of the Territory, who only went there "once a year," about "two weeks before the election, and sometimes not that early," and packed up and went away, "leaving sometimes while the votes were being counted."

It has seemed to be the policy of the Government to appoint non-residents of Utah upon the Commission, probably upon the theory that such a board would be less imbued with local prejudice than one formed from the bitterly warring factions of Utah, and that disposes of the first proposition of the complaint. As to the time spent by the Commission in the performance of its duties, the Commission can hardly conceive how gentlemen like ex-Governor West and ex-Territorial Judge Judd could be induced to make such unfounded statements. At the very time they were making their statements before the Congressional committees, and before they left Salt Lake to go to Washington, this Commission was in session in the city of Salt Lake, a session commencing on the 11th of January, 1892, and ending March 12, 1892, a period of sixty-one days. It assembled a month before the election and continued in daily session until after the votes were counted and certified. During the preceding year it held four sessions of one hundred and fourteen days. The average time spent in the performance of its duties annually since the organization of the Commission, in 1882, has been about six and one-third months, and in some years more than eight months. The sessions have never been held less than three times each year, and generally four times.

The following is a statement prepared from the records of the Commission as to its sessions:

Meetings.	Days trav- eling.	Days in ses- sion.	Meetings.	Days trav- eling.	Days in ses- sion.
1. Chicago, July 17-19, 1882	4	4	22. St. Louis, Sept. 26-29, 1887	6	4
2. Omaha, Aug. 15, 1882	4	1	23. Salt Lake City, Jan. 17-Mar. 10, 1888	10	54
3. Salt Lake City, Aug. 19-Nov. 17, 1882	10	91	24. Salt Lake City, May 7-Sept. 15, 1888	10	132
4. Washington, D. C., Dec. 15-20, 1882	6	6	25. Chicago, Sept. 21-25, 1888	6	6
5. Washington, D. C., Feb. 6-13, 1883	6	8	26. Salt Lake City, Oct. 15-Dec. 15, 1888	10	62
6. Salt Lake City, Apr. 19-Aug. 24, 1883	10	128	27. Salt Lake City, Apr. 1-May 19, 1889	10	49
7. Washington, D. C., Oct. 25-30, 1883	6	6	28. Salt Lake City, June 25-Aug. 24, 1889	10	61
8. Salt Lake City, Jan. 15-Mar. 15, 1884	10	60	29. Chicago, Sept. 20-26, 1889	6	6
9. Washington, D. C., Apr. 21-29, 1884	6	9	30. Salt Lake City, Dec. 10-19, 1889 ..	10	11
10. Salt Lake City, June 16-Sept. 12, 1884	10	89	31. Salt Lake City, Jan. 27-Mar. 8, 1890	10	41
11. Salt Lake City, Oct. 20-Nov. 20, 1884	10	32	32. Salt Lake City, May 10-June 9, 1890	10	20
12. Washington, D. C., Dec. 15-17, 1884	6	3	33. Salt Lake City, July 24-Sept. 5, 1890	10	44
13. Washington, D. C., Mar. 31-Apr. 3, 1885	6	4	34. Salt Lake City, Oct. 20-Nov. 12, 1890	10	24
14. Salt Lake City, Apr. 13-Aug. 22, 1885	10	132	35. Salt Lake City, Jan. 31-Mar. 30, 1891	10	57
15. Washington, D. C., Oct. 20-Oct. 29, 1885	6	10	36. Salt Lake City, Jan. 11-May 22, 1891	10	12
16. Salt Lake City, Jan. 15-Mar. 12, 1886	10	57	37. Salt Lake City, July 15-Aug. 20, 1891	10	37
17. Salt Lake City, Apr. 15-Aug. 13 ..	10	121	38. Chicago, Sept. 22-29, 1891	6	8
18. Chicago, Sept. 21-24, 1886	6	4	39. Salt Lake City, Jan. 11-Mar. 12, 1892	10	61
19. Salt Lake City, Oct. 15-Nov. 12, 1886	10	29	40. Salt Lake City, July 21-Aug. 13, 1892	10	24
20. Salt Lake City, Feb. 1-May 17, 1887	10	106	Total	340	1,668
21. Salt Lake City, June 28-Aug. 19, 1887	10	53			

RECAPITULATION.

Years.	Num- ber of meet- ings.	Days of travel.	Days in session.	Years.	Num- ber of meet- ings.	Days of travel.	Days in session.
1882.....	4	24	101	1889.....	4	36	128
1883.....	3	22	142	1890.....	4	40	129
1884.....	5	42	193	1891.....	4	40	116
1885.....	3	22	146	1892.....	2	20	85
1886.....	4	36	211				
1887.....	3	26	163	10½.....	40	340	1,668
1888.....	4	36	254				

Total number of days, two thousand and eight, or five and one-half years.

Average time each year, six and one-third months, with two sessions necessary to complete the work of this year.

This showing exhibits as much time spent in the performance of its duties as is spent by members of Congress in theirs, if not more; and yet the Commission was attacked on this score by the honorable chairman of the House Committee on Territories in a speech delivered in the House on the 9th of July last. He seems to have fallen into the error of taking as true statements such as have been quoted above. The Congressional Record reports him as saying:

These gentlemen who have composed this commission during the last ten years have found their duties so congenial, have found a junketing trip to Salt Lake City once a year so pleasant, that they have held on with deathlike tenacity year after year, and have on an appropriation bill some years since had their salaries increased from \$3,000 to \$5,000 per annum, and their contingent expenditures have more than equaled the sum paid them as salary. * * *

Sir, the members of this Commission are paid \$5,000 per annum and traveling expenses for going once each year to Utah, where they spend two or three months on a tour of recreation and pleasure. The remainder of the time they are at liberty to spend at their homes in the several States where they reside, attending to their private business affairs.

Again, on the 14th day of July, he said, "We pay to five men \$2,000 per year, and contingent expenses amounting to \$10,000 per annum, to go to Utah once in twelve months."

It is presumed the honorable gentleman collected his supposed facts from the statements made before his committee, but unfortunately these statements contained a vast amount of misinformation and very little that can be recognized as truth.

The Commission was authorized by act of Congress approved March 22, 1882, and the members' salaries were fixed by that act at \$3,000 per annum. Before appointing the Commission President Arthur requested Congress to increase the salaries to \$5,000, on the ground that he could procure a better class of men to serve than at the low rate of compensation fixed. Congress complied with his request before any appointments were made, so it is not true, as charged, that the Commission by lobbying had their salaries increased upon an appropriation bill.

It is regretted that the honorable gentleman was misled by the misstatements and perversions of fact contained in the statements made before his committee.

That he had opportunity to hear the other side of the question, and especially to learn that the "junketing trip once a year" was a myth of the imagination, is evidenced by the following letter sent to him during the time the statements were being made and before the hearings were concluded:

SALT LAKE CITY, *February 22, 1892.*

SIR: The Utah Commission has observed from press dispatches that its conduct has been assailed during the controversy relating to certain bills pending before your committee.

In the absence of any notice to this Commission that its action is the subject of Congressional inquiry, and without further knowledge of the scope of the attacks than is furnished by the newspapers, the only reply the Commission desires to make to what has thus been reported is contained in its reports to the Secretary of the Interior for 1889 and 1890, copies of which are inclosed, and which exhibit upon the marked pages the official and unanimous action of the Commission in reference to the subject upon which the charges are based.

The Commission would be pleased to have the marked portions brought to the attention of the committee and made a part of the record.

The duties of the Commission require our presence here from six to nine months in each year.

Yours, very truly,

R. S. ROBERTSON,
Acting Chairman.

Hon. JOSEPH E. WASHINGTON,
*Chairman House Committee on Territories,
Washington, D. C.*

The Delegate from Utah, in a speech delivered in Congress July 14, also attacked the Commission, and in support of his statements gives what purports to be letters from two prominent "Gentiles," "one of whom was formerly a member on this floor and who has lived in Utah over twenty years," and "the other went there some years ago as a Federal judge." He neither gives their names nor does he state which of the two is the author of the following statement in regard to the Utah Commission:

This body of men have long since demonstrated that they have outlived their usefulness as an election board. From the day they first came to Utah they have insisted upon exercising legislative, judicial, and executive powers which it was plain to any reasonable and candid mind Congress never intended they should exercise. When the board was first created (by the act of March 22, 1892) Congress intended that it should remain in existence less than a year, but by the false and scandalous misrepresentations and personal lobbying of its members they have induced Congress (by the act of March 3, 1887) to fasten the Commission upon the Territory as a permanency or until abolished by Congress. They have persistently maligned the people of Utah without any cause therefor. They have refused to recognize the formation of national parties here, and, although the late dominant party (the People's party) had disbanded, they declined to appoint any judge or judges of election from either the Democratic or Republican party, after being requested by each of said parties so to do, thereby violating the plain spirit and letter of the election law of the Territory.

These Commissioners annually send out in the report to the Secretary of the Interior and cause to be published shameful and libelous attacks upon the people of the Territory, calculated to mislead the people of the States and Congress into the idea that the perpetuation of the Commission and the payment of their salaries (which alone insures their divine presence in Utah during the heated term, when it is far pleasanter to spend a few days recreating in the tops of the mountains and at the shores of the famous lake so noted for its salt bathing than it is to swelter in the heated cities and plains of the East) is essential to keep the Mormon people from making some serious outbreak which would endanger the life of the nation. These heroic Commissioners are still anxious to sacrifice themselves for the good of the nation on the basis of making an annual three weeks' trip to the mountains for \$5,000 each and their expenses. We say of them that they now are and for many years have been doing their utmost to prevent a solution of the Mormon problem, to the end that they may be continued in office as long as possible. There is no need for them here. The people are competent to cast and count their own votes, and if Congress will only abolish the Commission it will soon be manifest that the only fears entertained are by these thrifty and anxious Commissioners.

The statements contained in this anonymous letter are without a semblance of truth, and it is difficult to believe that the speaker who presented it was unaware of their untruthful and venomous character.

It is not true that the Commission "has insisted upon exercising legislative, judicial, and executive powers."

On the contrary, nearly every annual report of the Commission has pointed out the want of power to enforce its rulings and has suggested

the propriety of having conferred upon it the powers it was expected and constantly asked to exercise.

It is not true that, "by the false and scandalous representations and personal lobbying of its members, they have induced Congress to fasten the Commission upon the Territory."

It is not true that "they have persistently maligned the people of Utah."

The reports of the Commission are public documents and may be left to speak for themselves upon this point.

It is not true that "they have refused to recognize the formation of national parties" or that "they declined to appoint any judge of election from either the Democratic or Republican parties after being requested so to do."

On the contrary, at the only general election held in Utah since the disbanding of the People's party, and when the Republican and Democratic parties made their first appearance and cast their first votes, a representation was awarded both parties on the boards of election in the following manner: Two judges were appointed from the Liberal party at each poll (except where none but Mormons resided) and the third judge was chosen alternately, as far as practicable, from the Republican and Democratic parties. In the Mormon precincts all the judges of election were professedly Republican and Democratic.

This rule of selection was adopted because there had theretofore been no Republican or Democratic parties casting votes at elections in Utah. Their birth was in expectancy, and it was concluded not to recognize fully parties which had not yet cast a vote to give evidence of their existence. The only election of importance held since then was the municipal election held for Salt Lake City in February last. For that election the Commission notified the chairman of each party organization, Democratic, Republican, and Liberal, to furnish it with names of proper persons to act as judges of election at the several polling places, and from the lists furnished in response to such notice, appointed a judge of election from each of the three parties for each polling place in the city. The result was that wherever a question arose at the polls it was decided by the Democratic and Republican judges combining to decide against the Liberal.

It was also noticeable that there was fully as much, if not more, complaint of unfair methods in this election as ever before.

Mr. Caine, when he made public the letter quoted from, knew these facts as well as anyone living in Utah. When he said in the same speech that "the polygamists of Utah, after the passage of the Edmunds law, neither attempted to register nor vote," he knew that large numbers of them did attempt to register and were only prevented from so doing by the registration officers appointed by and acting under the instructions of the Commission. He knew that out of that number ten cases were selected as representing all the different phases and characteristics of the questions which might be raised for adjudication; that ten test suits for damages were brought against the members of the Commission for refusing to allow them to register and vote, and that all these cases were appealed by the claimants of the right to register from the decision of the territorial courts to the highest judicial tribunal of the nation, where they were decided against them and the refusal to register them was sustained. (See case of *Murphy vs. Ramsey et al.*, 114 U. S. Reports, pp. 15-44.)

It is also a fact that at every election held in Utah since the passage of the Edmunds law numerous persons, barred by that law for polyg-

amous and kindred sexual offenses, have appeared before the Commission, often bringing attorneys and others to advocate their claims, and demanded the right to register and to vote.

The Commission has been constantly subjected to these hostile assaults, from its organization to the present time.

The act of Congress known as the "Edmunds law," which provided for its organization, was passed, not hastily, but when the people of the country were in deadly earnest. The Commission was provided for as one of the instruments of the Government to carry out a purpose. That purpose was to compel an unwilling people to obey the laws of the land. To the courts and their officers was assigned the duty of administering the penal portions of the law. To the Commission was assigned the duty of administering that portion of the law relating to electoral privileges, and to put an end to the alleged abuse of power as between the Mormon and Gentile people of the Territory. Naturally, those most affected by those laws, but whose acts had rendered their enactment and enforcement necessary, chafed under their enforcement by the Commission, and they have kept up a constant warfare against it from the beginning until now. Nearly every session of Congress for many years has seen the active partisans of the People's or Mormon party presenting themselves before the Committees on Territories and there inveighing against the Government officials of the Territory, collectively and individually. They have repeated the same story of alleged wrongs with all the variations that ingenious minds could devise, but with wearying iteration and reiteration, until volume upon volume of committee reports have been filled by them with the same kind of charges against all the Government officials in Utah, and the Commission has borne in all these years its full share of denunciation, without appearing before any of the committees or being invited so to do. The attacks of last winter are from the same partisan sources and the same attacking force, aided by a few allies who have lately joined them. The animus of the attacks and the superabundant and conspicuous lack of the element of truth remain as before.

The Commission feels free to assert that whatever cause for complaint in regard to registration and the conduct of elections may exist, arises wholly from the harsh and cumbersome laws enacted by Mormon legislatures in the past, and not in the acts of the Commission in construing and following them, as it is required by the law of Congress to do. Those laws were passed in 1878, prior to the provision for a commission, and require the registration officers to make a canvass from house to house, taking the old registration lists as a basis. No authority is given either to make new registration lists or to purge the old ones, except under the narrow limits of the following section of the statute, (sec. 240, Rev. Stat. Utah, 1888):

It shall be the duty of the assessor of each county, in person or by deputy, at the time of making the annual assessment of taxes in each year, beginning in 1879, to take up the transcript of the next preceding registration list and proceed to the revision of the same, and for this purpose shall visit every dwelling house in each precinct, and make careful inquiries if any person whose name is on his list has died or removed from the precinct or is otherwise disqualified as a voter of such precinct, and, if so, to erase the same therefrom, or whether any qualified voter resides therein whose name is not upon his list, and, if so, to add his name thereto in the manner as provided in the preceding section.

So high an authority as ex-Judge Judd asserted positively to the Senate committee that the law "provided for purging the registration list," and that "it had not been done." As the foregoing is the only law upon the subject it would seem that lawyers might nonestly differ from

the learned judge in the opinion so emphatically expressed and still retain their reputation as lawyers. In fact, the most serious complaints which have been made to the Commission have had their origin in this statute.

In 1889, leading members of the People's or Mormon party, among whom were George Q. Cannon, F. S. Richards, and John T. Caine, appeared before the Commission demanding a construction of the statute and instructions to the registrars of Salt Lake City and County, who, they alleged, were threatening to strike from the lists the names of all persons not found in the "house-to-house canvass." It was argued strenuously that the law required the registrar to find from "careful inquiry" that the person registered "had died, removed," or was "otherwise disqualified" before they could purge the list of the name. It was represented that great injury would be done their people if the opposite course were to be pursued, as many of their voters were absent on church missions, on ranches temporarily, or engaged in temporary work at a distance.

The Commission considered their construction to be the correct one and so instructed the registrars.

A few months later some of the same persons, accompanied by C. C. Richards, of Ogden, came before the Commission representing that the Ogden lists were loaded down with names of persons who could not be found and who, they believed, had died or removed, and they feared frauds were intended by the Liberal party in voting men upon their names. They asked instructions to the Ogden registrars to strike off the names of all who could not be found. Their attention was called to the opposite instruction they had asked and obtained for Salt Lake, and the request was refused.

Much was said in the Congressional inquiry last winter in regard to attempts to strike from the lists the names of Mormon electors unjustly, and the Commission was blamed for the attempt. Such a thing is only possible under the provision of the law of 1878 which authorized objections to be filed shortly prior to the election and summarily decided.

It several times came to the knowledge of the Commission that an improper use was intended to be made of this provision of the law, but in each case the Commission promptly and summarily suppressed it as soon as its attention was called to it.

The last instance was prior to the election of 1890. The Commission had appointed Judge Heed to hear objections to voters in several precincts of Boxelder County, including Brigham City. It was informed that objections had been filed before him to the names of nearly 300 of the members of the Mormon party, and that they were intended to be stricken off on evidence that they were Mormons merely, the ground for such action to be that a Mormon was necessarily an aider and abettor of polygamy.

The Commission at once dispatched two of its members to the scene with power to act summarily in the removal and substitution of registration and election officers and suppressing the wrong intended. It was found that it was intended to strike off the names, and such measures were promptly taken as to wholly prevent it. It may be mentioned here that Mr. Heed stated to the members of the Commission present at the conference that he had been advised to do it, and that such action would be legal, by "Kentucky" Smith. The next morning one of the Commission met Mr. Smith in the car going to Ogden and told him that Judge Heed named him as his adviser as to the propriety and legality of the proposed "purging" of the lists, and he did not deny having given the advice.

The gentleman spoken of as "Kentucky" Smith is a lawyer of prominence in Ogden, was then an active Liberal in politics, was the author of the Idaho test oath, acted as the attorney for those who favored disfranchisement of Mormons, made many arguments in its favor, was strongly anti-Mormon in his acts and words, and is the same H. W. Smith who made the attack upon the Commission before the Committee on Territories heretofore noticed.

The Commission would not have noticed so extensively these statements, were it not for the fact that they were made before committees of Congress and have been published to the world in public documents and through the columns of the press, without any opportunity being afforded the Commission to meet them.

Former reports of the Commission fully refute many of the charges revamped and restated before the Committees on Territories at the last session of Congress, and they will remain further unnoticed.

No matter how often refuted, they appear again and again, perhaps upon the assumption that by frequent repetition they will come to be believed. There seems to be some grounds for this assumption, as after years of iteration they have found believers among those who have not stopped to investigate whether the statements so boldly made are true or false.

If the enforcement of the laws in Utah by the courts and by the Commission has brought about a condition of affairs under which it can be claimed that all now are ready and willing to obey the law, and that there is no longer a necessity for the continuance of the Commission, the conclusion must be that its work has been well done. The Commission would be content with that verdict. It merely suggests that the law-making power of the Government be sure that such a state of affairs really exists before complying with the demands of those who have consistently opposed the execution of those laws for many years, the hereditary enemies of the Commission and opponents of its work.

AMNESTY.

On the 19th of December last, the church authorities petitioned the President for a general amnesty for the Mormon people. In the opinion of the Commission, it is the most important of the documents the church has issued, and contains the most direct and positive statements of its desires and promises for the future which has yet come from that source. It is signed by the first presidency of the church and the twelve apostles, and pledges in the most solemn manner their "faith and honor for the future." It is as follows:

SALT LAKE, *December 19, 1891.*

To the PRESIDENT:

We, the first presidency and apostles of the Church of Jesus Christ of Latter Day Saints, beg respectfully to represent to your excellency the following facts:

We formerly taught to our people that polygamy, or celestial marriage, as commanded by God through Joseph Smith, was right; that it was a necessity to man's highest exaltation in the life to come.

The doctrine was publicly promulgated by our president, the late Brigham Young, forty years ago, and was steadily taught and impressed upon the Latter Day Saints up to a short time before September, 1890. Our people are devout and sincere, and they accepted the doctrine, and many embraced and practiced polygamy.

When the Government sought to stamp the practice out, our people almost without exception remained firm, for they, while having no desire to oppose the Government in anything, still felt that their lives and their honor as men were pledged to a vindication of their faith, and that their duty towards those whose lives were a part of

their own was a paramount one, to fulfill which they had no right to count anything, not even their own lives, as standing in the way. Following this conviction, hundreds endured arrests, trial, fines, and imprisonment, and the immeasurable suffering borne by the faithful people no language can describe. That suffering in abated form still continues. More, the Government added disfranchisement to its other punishment for those who clung to their faith and fulfilled its covenants. According to our faith, the head of our church receives from time to time revelations for the religious guidance of his people. In September, 1890, the present head of the church, in anguish and prayer, cried to God for help for his flock, and received the permission to advise the members of the Church of Jesus Christ of Latter Day Saints that the law commanding polygamy was henceforth suspended.

At the great semiannual conference, which was held a few days later, this was submitted to the people, numbering many thousands and representing every community of the people in Utah, and was by them in the most solemn manner accepted as the future rule of their lives.

They have been faithful to the covenant made that day.

At the late October conference, after a year had passed by, the matter was once more submitted to the thousands of people gathered together, and they again in the most potential manner ratified the solemn covenant.

This being the true situation and believing that the object of the Government was simply the vindication of its own authority and to compel obedience to its laws, and that it takes no pleasure in persecution, we respectfully pray that full amnesty may be extended to all who are under disabilities because of the operation of the so-called Edmunds and Edmunds-Tucker laws. Our people are scattered; homes are made desolate; many are still in prison; others are banished or in hiding. Our hearts bleed for these. In the past they followed our counsels, and while they are thus afflicted our souls are in sackcloth and ashes. We believe there are nowhere here in the Union a more loyal people than the Latter Day Saints. They know no other country except this. They expect to live and die on this soil. When the men of the South, who were in rebellion against the Government, in 1865 threw down their arms and asked for recognition along the old lines of citizenship, the Government hastened to grant their prayer. To be at peace with the Government and in harmony with their fellow citizens who were not of their faith and to share in the confidence of the Government and people, our people have voluntarily put aside something which all their lives they have believed to be a sacred principle.

Have they not the right to ask for such clemency as comes when the claims of both law and justice have been fully liquidated?

As shepherds of a patient and suffering people we ask amnesty for them and pledge our faith and honor for their future.

And your petitioners will ever pray.

WILFORD WOODRUFF,
GEORGE Q. CANNON,
JOSEPH F. SMITH,
LORENZO SNOW,
FRANKLIN D. RICHARDS,
MOSES THATCHER,
FRANCIS M. LYMAN,

H. J. GRANT,
JOHN HENRY SMITH,
JOHN W. TAYLOR,
M. W. MERRILL,
ANTHON H. LUND,
ABRAHAM H. CANNON.

Without assenting to all the assertions of this appeal the Commission would be glad if the relief prayed for could be granted, under proper conditions as to the future observance of the pledges so solemnly made.

It does so because it believes this people have been led by their leaders and teachers, into the practices and rebellion confessed, and because much of the hardships resulting from the enforcement of the penal laws naturally fall upon those misled, rather than upon the rich and powerful leaders who have misled them, and, more than all, because it believes in mercy and in putting these people upon their honor, giving them an opportunity to prove that the reliance of the Government upon their pledged faith and honor is not misplaced. In so doing it does not recommend, nor does it understand, that such an act of grace to the petitioners would accomplish the turning over at once to the pardoned people the sole and absolute control of the machinery of government in Utah, either through Statehood or so-called home rule.

That Utah is advancing on the plane of progress and prosperity should satisfy all who are interested in its welfare.

That it is making rapid strides in that direction the Commission freely admits and is glad to report.

As the Commission is informed that the governor will report the statistics showing the material advance of the Territory, the same will be omitted from this report.

Respectfully submitted.

G. L. GODFREY,
R. S. ROBERTSON,
A. B. WILLIAMS,
ALVIN SAUNDERS.

Hon. JOHN W. NOBLE,
Secretary of the Interior,
Washington, D. C.

REPORT

OF

THE GOVERNOR OF OKLAHOMA.

GUTHRIE, OKLAHOMA, *October 1, 1892.*

DEAR SIR: In response to your communication of July 24, calling upon me for a report of the affairs, progress, and development of the Territory of Oklahoma for the fiscal year ending June 30, 1892, I beg leave to submit the following:

POPULATION.

No official and reliable census of the inhabitants of the Territory having been taken since 1890, the population on the 30th day of June of this year can only be approximated, but the commission appointed by Congress to make an enumeration (of which I was a member) visited all the counties and exercised great care in arriving at the approximate results, and I am of the opinion that the figures given are nearly correct.

Counties.	Population.		Counties.	Population.	
	1890.	1892.		1890.	1892.
A	None	10,500	Canadian	7,703	15,500
B	None	10,000	Cleveland	7,011	14,000
C	None	3,000	Logan	14,254	22,000
D	None	1,000	Payne	6,835	13,000
E	None	300	Oklahoma	12,794	21,000
F	None	700	Kingfisher	8,837	16,500
G	None	1,000			
H	None	1,600			
Beaver	2,982	3,000	Total	60,416	133,100

Total increase, 72,684.

The foregoing figures do not include the Indians of the Territory who still maintain their tribal relations. As I have not sufficient data from which to obtain the population of those Indians who have not taken their lands in severalty, their number can not be given in this report. They comprise the Osages, Pawnees, Kansas, Otoes and Missourias, Tonkawas, Kickapoos, Wichitas, Kiowas, Comanches, and Apaches. There has already been purchased by the Cherokee Commission the Kickapoo and Wichita reservations, which now await the ratification of Congress. The Commission is now in the field negotiating with the other tribes.

The population of Oklahoma, as herein enumerated, is approximated as follows: Eighty-five per cent white, 10 per cent colored, and 5 per cent Indians. About 5 per cent of the whites are foreign-born. Nearly every State and Territory in the Union is represented in Oklahoma, but the great majority of our white population is from the adjoining States. As a class our people are intelligent, law-abiding, industrious, enterprising, and thrifty.

TAXABLE PROPERTY.

The taxable property of the Territory, as a whole, can not be given, for the reason that no assessment was made for taxes in counties C, D, E, F, G, and H, embracing the Cheyenne and Arapahoe country. None of these lands nor the persons residing in those counties are subject to taxation for the year 1892.

The taxable property of the Territory, however, exclusive of the last-named counties, as shown by the assessor's returns, is \$11,485,162.45, divided among the several counties as follows:

County A.....	\$275, 109. 48
County B.....	314, 665. 78
Beaver County.....	519, 493. 54
Canadian County.....	1, 943, 853. 40
Cleveland County.....	1, 105, 875. 48
Kingfisher County.....	1, 252, 036. 67
Logan County.....	2, 747, 276. 50
Payne County.....	665, 629. 90
Oklahoma County.....	2, 661, 221. 70
Total.....	11, 485, 162. 45
Total assessed value for 1891.....	6, 878, 928. 95
Increase in one year.....	4, 606, 233. 50

The taxable property of the Territory being assessed, on an average, at about two-thirds of its actual value, its true value is about \$17,150,000. This includes town lots, valued at \$3,848,500, and only 85,400 acres of land subject to taxation. Its average assessed value is \$6.65 per acre, aggregating the sum of \$571,000. There are 21,865 homesteads, or 3,500,000 acres, in these last-mentioned counties not included in the list of taxable property, the average value and improvements of which are equal to the lands assessed, and aggregate at the same rate about the sum of \$23,300,000.

Deduct 190,000 acres for school lands and 160,000 acres for Indian allotments, we have 3,150,000 acres, worth in round numbers \$21,600,000, and four-fifths of it will be subject to taxation in 1893-'94. I think a conservative estimate of the value of the property, real and personal, in the counties named is \$40,000,000.

There has already been taken in the Cheyenne and Arapaho country since the opening, April 19, 1892, 1,165,600 acres for homesteads, and a large quantity remains yet to be taken.

BANKS AND BANKING.

There are five national banks in the Territory, of \$50,000 capital stock each, with an average of \$150,000 deposit account each.

There are four incorporated banks in the Territory, two of \$50,000 capital stock each and two of \$30,000 capital stock each.

There are also fourteen private banks, which have an average capital (at a conservative estimate) of \$15,000 capital stock each. The counter

work is very active and the demand for money fair; the banks are evidently making money. The rates are too high, but are getting lower as the character of the securities improves. Having no report, I have no means of knowing the amount of deposits in the last-mentioned banks, but I take it that half a million dollars would be a very conservative estimate.

COMMERCE AND RAILROAD ENTERPRISES.

The Atchison, Topeka and Santa Fe Railroad, running south from Arkansas City, Kans., and crossing the Cherokee Strip, enters the Territory on the north line of Logan County and extends through the Territory in a southerly direction through Logan, Cleveland, and Oklahoma counties, a distance of 80.32 miles, its terminus being at Galveston, Tex. This company has not added to its mileage in this Territory during the past year.

The Chicago, Rock Island and Pacific Railroad extends south from Caldwell, Kans., and crossing the Cherokee Strip enters Oklahoma at the north line of Kingfisher County and runs thence in a southerly direction through the counties of Kingfisher and Canadian into the Chickasaw country, through which it is now being constructed to its ultimate destination at some point on the Gulf of Mexico. This road has been extended southward during the past year from El Reno, the county seat of Canadian County, to the Chickasaw country, and through the Chickasaw country to Texas.

The Choctaw Coal and Railway Company has built, equipped, and put in running operation a line of road from El Reno, in Canadian County, to Oklahoma City, in Oklahoma County, a distance of about 30 miles, during the past year. Work is now progressing on the extension of the line to the coal fields of South McAllister, in the Choctaw Nation. Charters have been procured for the construction of other lines through the Territory.

I have called upon the managers of the different railroad companies for a statement of the business transacted in the Territory during the past year, but only one company, the Chicago, Rock Island and Pacific, has so far responded. I am therefore unable to embody in this report the amount of railroad business in the Territory for the year ending June 30, 1892, but I am warranted in stating that the amount of business has been very large.

The amount of business transacted by the Chicago, Rock Island and Pacific Railroad in Oklahoma during the year ending July 31, 1892, is as follows:

Passenger business:	
Revenue	\$82, 640. 74
Number of passengers carried	55, 052
Freight business:	
Pounds of freight received	119, 089, 693
Pounds of freight forwarded	42, 747, 667
Total	161, 837, 360
Revenue for freight received	\$296, 580. 40
Revenue for freight forwarded	75, 960. 15
Total revenue	372, 540. 55

SCHOOLS.

The school population of the Territory, so far as returns have been made, is as follows:

County A	3, 557
County B	1, 626
Beaver County	810
Canadian County	3, 119
Cleveland County	2, 709
Kingfisher County	4, 573
Logan County	6, 536
Oklahoma County	5, 367
Payne County	3, 623
Total, exclusive of C, D, E, F, G, and H counties	31, 920
Total school population for year 1891	21, 337
Increase during past year	10, 583

This embraces all children of school age, *i. e.*, between the ages of 6 and 21 years, that are reported.

In addition to what has been raised by direct taxation, and as proceeds from fines in criminal cases, there has been apportioned to the several school districts in proportion to their school population moneys arising from the rental of school lands in the Territory to the amount of \$21,346.13. The schools of the Territory, considering the unsettled condition of affairs incident to the development of a new country, are in a very prosperous condition. It is a praiseworthy fact, that notwithstanding the unfavorable conditions which have existed in the Territory, the people have not lost sight of the necessity of educating their youth, and in the absence of school buildings, and the means with which to erect them (not being permitted by the laws of the Territory to incur indebtedness for that purpose), the people have heroically gone to work and established and are now maintaining schools in nearly every district that would be a credit to some of the old States.

In addition to the system of public schools, there has also been established, in pursuance of the act of the first legislative assembly, a Territorial university, for the purpose of giving instruction in the higher branches of learning. This institution has been located and built at the city of Norman, in Cleveland County, and a faculty and a complete corps of instructors have been engaged and the institution is now ready for the reception of pupils.

A normal school for the instruction of teachers in the art of teaching has also been established in pursuance of an act of the first legislative assembly of the Territory. This institution is located at Edmund, in Oklahoma County, and the board of regents are now erecting and have nearly completed the necessary buildings therefor.

The first legislative assembly of the Territory availed themselves of the encouragement offered by Congress for the establishment of institutions for the diffusion of knowledge in agriculture and the mechanic arts, and passed a law locating and establishing and providing for the erection of an agricultural and mechanical college at Stillwater, in Payne County.

The board of regents of that institution have, during the past year, labored assiduously in preparing the land for an agricultural farm, and in erecting the necessary buildings thereon, and are making rapid progress with the work.

There are in the Territory several private institutions of learning in process of erection, with encouraging prospects of success.

The act of Congress of March 3, 1891, authorizing the governor of Oklahoma under your direction to lease sections 16 and 36 in each township, and to apply the proceeds thereof to the maintenance of the public schools in the Territory has proved of great benefit to our educational interest. A detailed statement of what has been done under your direction is herewith appended and marked Exhibit A, and is referred to in this connection.

It will thus be seen that proper steps have been taken for the building up of a State whose foundations shall rest upon the education of a patriotic and intelligent people.

FARM PRODUCTS.

Not having been favored with any agricultural report, I can only speak from observation and information that the past year has been one of general prosperity for our farmers. The climatic conditions have been very favorable to successful agriculture and the soil of Oklahoma has demonstrated its capability of producing large crops of all the staple cereals, vegetables, and fruits. This is an exceptionally fine country for wheat and oats. I am reliably informed that there has been grown as much as 44 bushels of wheat and 118 bushels of oats per acre on a few choice farms this year. Owing to the low prices existing last year for cotton, but a very little was planted this season. But a large acreage of corn was planted and is as fine in some localities as I ever saw grow in the Missouri Valley. In other localities drought cut it short.

I think I can safely say that our 160-acre farms will average 50 acres each, at this time, in cultivation. Our farmers, as a rule, in the erection of farm buildings and improvements, have evinced a disposition to make them lasting and permanent, and to make their homes and families comfortable.

STOCK RAISING.

The assessor's returns for the year 1892 show that there were listed for taxation in all of the Territory excepting counties C, D, E, F, G, and H horses, mules, and asses, 52,896.

Number of cattle over 6 months old.....	145,077
Number of sheep over 3 months old.....	15,559
Number of swine over 3 months old.....	30,168

There have been no contagious diseases affecting the stock of the Territory, with the exception of a few cases of Texas or splenic fever. Being surrounded as we are by range cattle, which are constantly being transported from Texas upon the south and west, into the rich grazing lands of the Cherokee Strip, I deemed it my duty to establish quarantine lines, which I did, and feel confident that by so doing our stock industries have been protected from what otherwise would have occasioned serious loss. It is very difficult to enforce our quarantine provisions, but the vigilance of the sheriffs and other officers of the several counties has been such that no serious loss has yet been incurred to the stock industries from that cause, so far as I am informed.

There are no finer grazing lands in this country than are to be found in the western part of this Territory.

MINING.

We have fine clay for brick, and some fairly good building stone. Discoveries of coal have been reported at different points in the Terri-

tory, but no mines have been opened up to this time, and I have seen no specimens. There are inexhaustible quantities of gypsum in the western part of the Territory.

FORESTRY.

The western portion of the Territory has but little timber except along the streams. The eastern portion contains quite a considerable quantity of the different varieties of oak, walnut, hickory, elm, etc. Up to this time this timber has not been utilized except for fuel and the erection of farm improvements.

SETTLEMENT OF LANDS.

In all of the several reservations which have been opened to settlement, exclusive of the Cheyenne and Arapahoe country, all of the land that is susceptible of cultivation has been entered under the homestead laws and is occupied by settlers and their families. Homes have been established and the land is being put into cultivation as fast as the time and means of the settlers will permit. In the Cheyenne and Arapahoe country nearly all of the land in the eastern portion has been entered and settled upon and is fast being converted into an agricultural country. In the western half of the last named country, while a great many homesteads have been taken and are being improved, yet there is still a large amount of land unsettled. The experience of farmers in western Kansas and Texas has caused an apprehension in the minds of those seeking homes that these lands are located too far west to receive sufficient rainfall during the crop season to render them attractive for farms. Whether or not their apprehensions are well grounded, only time and experience can demonstrate. If we are to judge by the experience of those settlers who located and have resided upon their homesteads since the 19th of April the present year, and of what is known of Greer County, we have reason to believe that the western part of the Cheyenne and Arapahoe country will prove to be fairly good as an agricultural country, especially for wheat.

Counties A and B, and the south half of Payne County, embrace what was formerly known as the Iowa, Sac and Fox, Pottawatomie and Absentee Shawnee reservations. These reservations were thrown open to white settlement on the 22d of September, 1891.

Settlement of these lands was almost instantaneous with the opening, and they are to-day occupied by a class of thrifty and intelligent people, who in less than one year's time have converted the country into farms and homes. They have raised during the past season sufficient crops, including the wild hay that has been saved, to maintain them and their stock during the winter.

PUBLIC BUILDINGS.

There are no public buildings yet erected or in process of erection in the Territory other than the institutions of learning heretofore mentioned, except the county buildings in some of the counties. Most of the counties have erected jails, and in one county (Payne) the people have by voluntary subscriptions erected a court house, but with these exceptions all of the Territorial and county officers are occupying rented rooms.

It seemed to be the policy of the first legislative assembly to discourage

the creation of public indebtedness; hence no provision was made by law for the erection of any public buildings (except for educational purposes) other than could be provided by the annual tax levies.

LEGISLATION.

Our first legislature has not been regarded a complete success. Our people having come here from different States were mainly strangers to one another, and in some cases it was the self-asserting who came to the front. So that our first legislature, while numbering some good lawyers among its members in the council, I believe, was entirely without a practicing lawyer in the house.

There were towns and localities contesting for the capital, and for the most part enlisted enough of the working members of both houses in their various "capital removal schemes" to leave but few whose minds could be concentrated on the work of making a systematic, congruous, and wholesome set of laws. The result is that our statutes are incongruous, in some cases conflicting, in some cases wrong, and in many cases need amendment and revision.

Our people are now better judges of their best men to make laws for them, and it is to be hoped that they will so far forget party availability as to present to their respective parties the very best material in the Territory for the creation and enactment of necessary, harmonious, and wholesome laws.

LABOR SUPPLY.

We have plenty of labor at remunerative wages.

CONDITION OF THE INDIANS.

Referring to the Indians who reside and have taken allotments in Oklahoma, and under the act of Congress of 1887 have become citizens of the United States, I have to say that we have some fairly well educated youths, and young men and women, who have attended the school at Carlisle, Pa., and the school at Lawrence, Kans. They are manifesting more interest and taking on more than formerly the habits of the white man, and a few of those whose educational qualifications and past conduct give assurance of sufficient abilities to take a hand in public affairs are being nominated for some of the minor county offices. This is done by the whites to recognize and give public reward to such as give evidence of sufficient ability. The chiefs, however, still claim governing authority, which seems to be recognized by their tribes.

The Indians are quiet, peaceable, and law-abiding, with few exceptions. Having become citizens of the United States and being subject, like other citizens, to the laws of this Territory, including the taxation for Territorial and county purposes of their personal property, they are dissatisfied on that point and claim that when they sold their lands they were assured that they would have no taxes to pay for twenty-five years.

Most of them seem to be shiftless, indolent, unprogressive, and show no disposition to build houses, cultivate fields, accumulate property, or to build up independent and individual homes. They are not in any sense self-supporting.

It is for Congress to say what course shall be taken to bring about changes in their anomalous condition that shall not bring discredit

upon a sympathetic and Christian nation, ameliorate their condition, and elevate their moral, industrial, and material standing; and at the same time do justice to their white neighbors, who have been compelled to take second-rate land, pay \$1.50 an acre to the Government for it, and pay the taxes to support the Government.

When I have more time, if you should desire, I will be glad to make a full report more in detail, visiting the Indian tribes for accurate information if permitted.

FUTURE OPENING OF LANDS.

We have belonging to this Territory and unopened to settlement:

	Square miles.
Osage Nation	2, 296
Kansas Nation.....	150
Tonkawas	150
Poncas	150
Otoes and Missouriias.....	200
Pawnees.....	442
Kickapoos	270
Wichitas	1, 161
Kiowas, Comanches, and Apaches.....	4, 750
Cherokee Outlet	9, 100
Total	18, 669

The area of the above described lands is 3,324 square miles greater than Rhode Island, Connecticut, New Jersey, and Delaware combined (almost enough left to make a State half as large as Massachusetts).

This vast area is now occupied by about 8,000 Indians and squaw men, and by a few cattlemen and by the United States soldiers at Fort Sill. It is traversed by the Arkansas, Salt Fork, Cimarron, North and South Canadian, and Washita rivers, bordering on the North Fork and on the main Red River, capable of furnishing homes for 400,000 or 500,000 people, having a splendid climate, and producing grain, fruit, grass, and vegetables of every variety known to the North temperate zone.

It is a matter of great interest to our people, as well as the whole people of the United States, to know when and how these lands shall be opened. Those of us who procured homes in Oklahoma proper are in full sympathy with the movement inaugurated in some of the western counties which has for its object a prayer to Congress to put them, and all future settlers upon Oklahoma soil, on an equal footing with our first settlers; that is, let them have their lands for the ordinary homestead fee, and for settlement and cultivation. It will be also urged by our people that Congress, in view of the fact that many of the good lands, under its present policy, will be allotted to harmless but shiftless people, and withdrawn from sale and taxation for a quarter of a century, will make liberal donations of these lands for our schools and public buildings.

There is a growing feeling of unrest among the people of Oklahoma as to whether the policy of allotting the Indians on the choicest lands of our Territory, and making those lands inalienable and nontaxable for twenty-five years, is fair and just to us, and whether, if the policy is still persisted in, our future prosperity and progress will not be seriously retarded. Many of us believe from our acquaintance with, and observation of, the average Indian and his habits, that it would be better for him and for us that the United States Government buy from him all his allotted lands, except 40 acres for a home, to each head of a

family, borrow the price of the land from him, and pay him interest semiannually on the money. We shall probably ask to be heard next winter before Congress on these questions.

SOCIAL AND INDUSTRIAL PROGRESS.

The social and industrial progress of our people is apparent, even to a casual observer. The marks and monuments of industry meet the traveler on every hand, in town and country, and the attainments already realized are the surprise of strangers within our gates. Better farms, implements, stock, houses, and barns are the rule, not the exception, among the agricultural population. In city and village the varied branches of business, the shop, mills, and factories, though yet in their infancy, give proof of faith in the future development of our Territory, as well as an attempt to utilize her present resources. The increasing number of attractive and comfortable homes in these towns evince that a portion of the capital brought or acquired here is being used not for greed or gain, but for culture and comfort.

The newspapers, the schools, the boards of trade, the societies of Masons, Odd Fellows, Knights of Pythias, Knights of Honor, United Workmen, Legion of Honor, Grand Army, Ladies' Circle, Blue and Gray, Daughters of Rebecca, Eastern Star, Chautauqua, Ladies' Columbian Society, and the churches, with many other instrumentalities of good, are building up a social fabric out of heterogeneous population that speaks well for our present, and augurs well for our future. While there are wrongs to be righted or eradicated, and the remedies may not be forthcoming as speedily as all good citizens could wish, yet we unhesitatingly attest the creditable social status of Oklahoma to-day.

CONCLUSION.

From what has been said it will be seen that we have made rapid strides in population, wealth, material resources, and social and industrial progress.

We are fast building up our cities and towns, opening and improving our farms, and increasing the mileage and business of our railroads.

The Cheyenne and Arapaho country was opened too late to enable the settlers to make crops this year, but their neighbors (in old Oklahoma), having made enormous crops of wheat, oats, and corn (than which I know of none finer in the United States), can supply them cheaply from their surplus, and thus enable them to build homes this year and make crops next year. With 133,000 people, full of courage and energy and of confidence in the future, and with nearly 19,000 square miles north and south of us, and in our midst (enough to furnish homes for half a million people) with a fair prospect of an early decision by the Supreme Court of the United States giving us Greer County, containing 1,300,000 acres of land (already settled), we shall be entitled to statehood, and shall soon ask Congress to admit us as one of the States of this great Union.

I am indebted to several gentlemen, but particularly to Charles Brown, attorney-general of this Territory, for valuable assistance rendered me in getting up this report.

Respectfully submitted.

ABRAHAM J. SEAY,
Governor.

Hon. JOHN W. NOBLE,
Secretary of the Interior, Washington, D. C.

EXHIBIT A.

SCHOOL LAND REPORT.

A detailed statement of the leasing of the school lands in Oklahoma, as shown by the records on file in this office.

PAYNE COUNTY.

Number of quarter sections.....	82
Number of quarter sections leased.....	68
Number of quarter sections unleased	14
Amount of cash received on execution of leases	\$678.45
Amount of notes matured—	
January 1 and April 1, 1892.....	\$1,747.05
January 1 and April 1, 1893.....	\$1,892.05
January 1 and April 1, 1894.....	\$1,019.60

School lands attached to Payne County September 22, 1891.

Number of quarter sections.....	333 $\frac{1}{2}$
Number of quarter sections leased	27
Number of quarter sections unleased	6 $\frac{1}{2}$
Amount of cash received on execution of leases	\$734.28
Amount of notes due—	
December, 1892	\$945.61
December 15, 1893.....	\$951.61
December 15, 1894.....	\$206.3

LOGAN COUNTY.

Number of quarter sections	144
Number of quarter sections leased	134 $\frac{1}{2}$
Number of quarter sections unleased	9 $\frac{1}{2}$
Amount of cash received on execution of leases	\$1,178.38
Amount of notes due—	
January 1 and April 1, 1892.....	\$4,023.57
January 1 and April 1, 1893.....	\$4,023.57
January 1 and April 1, 1894.....	\$2,898.19

School lands attached to Logan County September 22, 1891.

Number of quarter sections	20
Number of quarter sections leased	10
Number of quarter sections unleased.....	10
Amount of cash received on execution of leases.....	\$180.00
Amount of notes due—	
December 15, 1892.....	\$305.00
December 15, 1893	\$305.00
December 15, 1894	\$105.00

OKLAHOMA COUNTY.

Number of quarter sections.....	110
Number of quarter sections leased.....	97½
Number of quarter sections unleased.....	12½
Amount of cash received on execution of leases.....	\$1, 487. 65
Amount of notes due—	
January 1 and April 1, 1892.....	4, 216. 90
January 1 and April 1, 1893.....	4, 234. 90
January 1 and April 1, 1894.....	2, 798. 85

School lands attached to Oklahoma County September 22, 1891.

Number of quarter sections.....	28½
Number of quarter sections leased.....	8½
Number of quarter sections unleased.....	20
Amount of cash received on execution of leases.....	\$80. 00
Amount of notes due—	
December 15, 1892.....	221. 10
December 15, 1893.....	221. 10
December 15, 1894.....	63. 60

CLEVELAND COUNTY.

Number of quarter sections.....	87
Number of quarter sections leased.....	77½
Number of quarter sections unleased.....	9½
Amount of cash received on execution of leases.....	\$725. 00
Amount of notes due—	
January 1 and April 1, 1892.....	\$3, 076. 58
January 1 and April 1, 1893.....	3, 101. 58
January 1 and April 1, 1894.....	2, 318. 58

School lands attached to Cleveland County September 22, 1891.

Number of quarter sections.....	55½
Number of quarter sections leased.....	1
Number of quarter sections unleased.....	54½
Amount of cash received on execution of leases.....	\$26. 00
Amount of notes due—	
December 15, 1892.....	26. 00
December 15, 1893.....	26. 00

CANADIAN COUNTY.

Number of quarter sections.....	124
Number of quarter sections leased.....	110
Number of quarter sections unleased.....	14
Amount of cash received on execution of leases.....	\$866. 16
Amount of notes due—	
January 1 and April 1, 1892.....	3, 143. 84
January 1 and April 1, 1893.....	3, 217. 82
January 1 and April 1, 1894.....	2, 278. 16

KINGFISHER COUNTY.

Number of quarter sections.....	123
Number of quarter sections leased.....	104
Number of quarter sections unleased	19
Amount of cash received on execution of leases	\$463. 63
Amount of notes due—	
January 1 and April 1, 1892.....	2, 220. 76
January 1 and April 1, 1893.....	2, 219. 76
January 1 and April 1, 1894.....	1, 780. 13

COUNTY A.

Number of quarter sections	156
Number of quarter sections leased.....	72
Number of quarter sections unleased	84
Amount of cash received on execution of leases.....	\$2, 047. 06
Amount of notes due—	
December 15, 1892.....	2, 384. 24
December 15, 1893.....	2, 484. 24
December 16, 1894.....	606. 76

COUNTY B.

Number of quarter sections.....	114½
Number of quarter sections leased.....	11
Number of quarter sections unleased	103½
Amount of cash received on execution of leases.....	\$276. 00
Amount of notes due—	
December 15, 1892.....	382. 00
December 15, 1893.....	382. 00
December 15, 1894.....	118. 50

BEAVER COUNTY.

In Beaver County there are, in round numbers, 1,000 quarter sections of school land, and up to the present time only a small percentage of these lands have been leased. I find from the records that only twenty leases have been granted. This county is mainly adapted to stock-raising, and as the rules heretofore allowed only 160 acres to be leased to one person there was no demand, comparatively speaking, for the leasing of these lands. However, since this rule has been modified recently by the honorable Secretary of the Interior, so that any person may lease an entire section if he so desires, I confidently believe that hereafter there will be a greater demand for the leasing of these lands, and consequently much larger revenue will be derived for the common-school fund.

Amount of unpaid notes due January 1, 1892.

Payne County	\$117. 00
Logan County	497. 62
Oklahoma County	676. 80
Cleveland County.....	807. 60
Canadian County	258. 80
Kingfisher County	20. 00
Beaver County.....	18. 00
Total	2, 395. 82

Amount of unpaid notes due April 1, 1892.

Payne County	\$116.25
Logan County	271.70
Oklahoma County	272.20
Cleveland County	180.00
Canadian County	167.00
Kingfisher County	87.20
Beaver County	34.00

Total 1,128.35

The amount covered into the Territorial treasury during the fiscal year ending June 30, 1892, is as follows:

By Samuel Murphy:

November 19, 1891	\$4,093.90
January 14, 1892	7,000.00
May 28, 1892	1,500.00
April 2, 1892	3,752.23
May 31, 1892	5,000.00

Total 21,346.13

EXPENDITURES.

For the fiscal year ending June 30, 1892 \$1,575.00

REPORT
OF
THE GOVERNOR OF ALASKA.

TERRITORY OF ALASKA,
EXECUTIVE OFFICE,
Sitka, October 1, 1892.

SIR: I have the honor to submit herewith my fourth annual report on my official acts, the administration of the government and laws by other departments, the conditions, resources, industries, population, schools, public institutions, and progress of the Territory during the year ending the 30th day of June, 1892, as required by law and your request of July 21, 1892.

Permit me also to express my acknowledgments to my associates in the civil government, to the superintendents and agents of the various mines, canneries, and commercial companies of the Territory, to the officers of the U. S. Navy, and the U. S. Revenue-Marine, in Alaskan waters, and to the many other persons to whom I am indebted for personal courtesies and valuable assistance in gathering the information I have used in this report.

Very respectfully, your obedient servant,

LYMAN E. KNAPP,
Governor of Alaska.

Hon. JOHN W. NOBLE,
Secretary of the Interior.

REPORT.

By the act providing a civil government for Alaska approved May 17, 1884, the governor is required to reside within the district and is charged with the interests of the United States Government that may arise therein. He is authorized and it is therefore his duty to see that the laws enacted for the district are enforced, and to require the faithful discharge of their duties by the officials appointed to administer the same. He may also grant reprieves for offenses committed within the district until the decision of the President thereon shall be made known, is made commander-in-chief of the militia, and required generally to perform such acts as pertain to the office of governor of a Territory, and make an annual report on the 1st day of October in each year to the President of his official acts and the condition of the district and the administration of the civil government thereof.

In the discharge of these duties, which are somewhat complicated,

uncertain, and exceedingly difficult, I have endeavored to ignore considerations of a personal nature and be guided only by the requirements of law and duty, having due regard for differences of opinion honestly held; and it is a source of gratification to me that, during the three years and a half of my incumbency, so little friction has resulted from an unflinching discharge of duties so delicate, so undefined, and so liable to misconstruction.

During the year I have remained continuously at my post, and have only once left the Territory since my arrival June 1, 1889, and then only for the round trip of the steamer, and on public business connected with my official work. Of my work in connection with the public schools, the Indian police, the granting of liquor licenses, the selection of petty officers, the organization of a Territorial library, the militia, assisting in the work of certain investigations, and the enforcement of the laws, something will be said in the various divisions of this report. I have made official visits to Wrangel, Juneau, Chilkat, Kadiak, Unalaska, and way ports in the North Pacific, on the peninsula, and the Aleutian Islands, visiting schools, mines, canneries, and other business enterprises and objects of interest wherever opportunity afforded, and carefully studied the natives and their conditions of life. During these visits I have been treated with uniform courtesy and consideration by all parties, and have been gratified by the evidences of loyalty to the Government and the evident desire to coöperate with and assist the authorities in their work of maintaining order and law, not only among the white people, but also among the natives. In general there has been peace and quiet throughout the Territory during the year, with comparatively few instances of serious crime.

THE CIVIL GOVERNMENT.

The present officers of the civil government are as follows, viz:

Governor, Lyman E. Knapp; judge United States district court, Warren Truitt, who succeeded John S. Bugbee on the 21st day of April, 1892; clerk, N. R. Peckinpaugh; deputy clerk, A. A. Meyer; United States district attorney, Charles S. Johnson; assistant district attorney, Charles S. Blackett; interpreter, George Kostrometinoff; marshal, Orville T. Porter. Deputies, A. A. Meyer, John Hanlan, and George Kostrometinoff, Sitka; Max Endleman and E. O. Sylvester, Juneau; William Collins, Douglas; William Millmore, Wrangel; John Dalton, Chilkat; Edward A. West, Kadiak; Ney B. Anthony, Unalaska; Michael Doud, Unga; Wellington Thomas, Sitka. Collector of customs, Edwin T. Hatch. Deputies, special, Charles H. Isham, Sitka; Frank Ward, Juneau; C. H. Bullard, Sand Point; B. J. Bretherton, Kadiak; Dick Emmons, Unalaska; J. C. Tolman, Wrangel; W. E. Poole, succeeding J. D. Smith, Mary Island. Inspectors of customs, F. H. Gage, at Juneau; M. J. Dick, Wrangel; Joseph L. Millsops, Douglas; James McCurdy, afloat. United States commissioners, Robert C. Rogers, Sitka; William R. Hoyt, Juneau; William A. Kelly, succeeding James Sheakley on the 2d day of May, 1892, Wrangel. Surveyor-general, Orville T. Porter; deputies, G. W. Garside, Charles W. Garside, Thomas J. Dewoody, Clinton Curnee, jr., Francis Tagliabue, Albert Lascy; secretary and treasurer of the Territory, N. R. Peckinpaugh; deputy collector internal revenue, C. S. Blackett, Juneau. Civil Service commissioners for Alaska—Sitka, Orville T. Porter, Edwin T. Hatch, and N. R. Peckinpaugh; Juneau, W. R. Hoyt, Frank Ward, and E. O. Sylvester.

These officers have been the responsible representatives of the Government, and they have been assisted by clerks, guards, transient deputies, assistants, and workmen. Nine justices of the peace, 4 constables, 6 notaries public, 3 commissioners of deeds, 18 native policemen, and 6 street commissioners have also served under appointment of the governor.

GOVERNMENT VESSELS.

Sixteen Government vessels have been plying in Alaskan waters, some of them through the year, and in connection with their special duties have either directly or indirectly rendered assistance to the civil government. Five were naval vessels, viz: U. S. S. *Yorktown*, commanded by Commander R. D. Evans, U. S. Navy, who was senior naval officer in the Territory; U. S. S. *Mohican*, Commander Henry L. Johnson, U. S. Navy; U. S. S. *Adams*, Commander Thomas Nelson, U. S. Navy; U. S. S. *Ranger*, Commander Henry E. Nichols, U. S. Navy; U. S. S. *Pinta*, Lieut. Commander Washburn Maynard, U. S. Navy. The *Pinta* is stationed in Sitka and cruised only in southeastern Alaska. The duties of the others being largely in connection with the protection of seal life, kept them in the North Pacific Ocean and Bering Sea.

Three vessels belonged to the Revenue-Marine Service, to wit: *Bear*, Capt. Michael A. Healy; *Corwin*, Capt. Calvin L. Hooper; *Rush*, Capt. W. C. Coulson. All of these revenue cutters have been in constant activity enforcing the revenue laws, transporting officers on public business, assisting in the enforcement of the *modus vivendi*, and collecting testimony to be used in the hearing before the Arbitration Commissioners at Paris, cruising along the coast from Dixon Entrance to the Arctic Ocean.

The U. S. Fish Commission Steamer *Albatross*, Lieut. Commander Z. L. Tanner, U. S. Navy, during the summer of 1891 was engaged in facilitating the United States Seal Commissioners, Messrs. T. C. Mendenhall and C. Hart Merriam, in their work of investigating the seal business, observing the habits of these animals, and collecting statistics regarding them. In 1892 the vessel was assigned to work required by the Treasury Department in the Revenue-Marine Service, and later with the other revenue-marine vessels, was ordered to report to Commander Evans to assist in patrolling Bering Sea and the North Pacific Ocean for the enforcement of the *modus vivendi*. Prof. Everman and Dr. N. B. Miller, scientists, continued their connection with the steamer and pursued their regular work as they had opportunity without interfering with the new assignment. The *Albatross's* machinery becoming impaired, in August she returned to Mare Island for repairs.

The U. S. S. *Manzanita*, light-house tender, Capt. Hutchinson, having Lieut. Commander William W. Rhoades, light-house inspector, on board, made its annual cruise of inspection through southeastern Alaska, relocating buoys, repairing beacons, and generally doing the work found necessary by the inspection through the inland channels from Dixon Entrance to Sitka.

The Coast and Geodetic Survey steamers *Patterson*, *Hassler*, and *McArthur* with their tenders, schooner *Ernest*, and launches *Cosmos* and *Fuca*, have all been engaged in southeastern Alaska. The *Patterson*, Lieut. Commander William I. Moore, U. S. Navy, during the season of 1891 was surveying the waters of Behm Canal and vicinity, and in 1892 Poco de Quadra Inlet, about twenty miles north of Cape Fox, and later in the season Kiku Strait, often called the "rocky channel,"

between Kuprianoff and Kuiu Islands. W. C. Poundstone was the astronomer with this vessel.

The *Hassler*, Lieut. Giles B. Harber, U. S. Navy, commanding, with its attendant launch, *Cosmos*, during the season of 1892 has been taking astronomic observations at Yakutat and Sitka, plying between the two places in connection with the *Queen* which has coöperated to connect their Tacoma station with those in Alaska, carrying meridian distances, with the ultimate object of determining the exact location of the summit of Mount St. Elias and fixing the relative point of the one hundred and forty-first meridian, which forms the eastern boundary of that part of Alaska lying north of that point. Their work, secondarily, has been surveying the waters of Yakutat Bay. The height of Mount St. Elias will also be definitely settled by their measurements. The astronomic and scientific work of this expedition was conducted by John E. McGrath and John H. Turner, at Yakutat; by Fremont Morse, at Sitka; and John F. Pratt, at Tacoma. Mr. F. H. Funston, of the Interior Department, has been with this vessel as botanist.

The *McArthur*, Lieut. W. P. Ray commanding, has been engaged during the season of 1892 in surveying the waters of Dixon Entrance between Cape Fox and Cordova Bay.

The merchant marine vessel, steamer *Alki*, Capt. W. E. Plummer, was employed during the season of 1881 as tender for the naval fleet at Unalaska as supply and receiving ship. It was also the headquarters of the marine forces and made one trip to Sitka. In 1892 it was also employed to carry coal for the Navy Department to Sitka.

Under the arrangement known as the *modus vivendi*, in operation in 1891, and renewed in most of its features in 1892, between the British Government and the United States, the work of patrolling and guarding against unlawful pelagic sealing in Bering Sea was done in part by British men-of-war. H. M. S. *Nymphe*, Capt. Turner, was flagship in 1891, and H. M. S. *Melpomene*, Capt. Parr, commanding, held that distinction in 1892. Other British vessels engaged in this service were H. M. S. *Daphne*, Commander Wood, and H. M. S. *Porpoise*, Captain ———; merchant marine steamer *Danube*, Capt. Meyers, master, was engaged in 1891 to transport the British commissioners, Sir George Baden-Powell and Dr. G. W. Dawson, while making their inquiries regarding the life and habits of the seal in Alaska. This vessel and the *Costa Rica*, Capt. McIntyre, master, have also at different times acted as transports or tenders for the men-of-war.

INDIAN POLICE.

Under the act of appropriation, March 3, 1891, to pay Indian police, and the authorization of the Commissioner of Indian Affairs, the corps of Indian police was increased to 18, 2 of whom are officers. The privates are distributed as follows, to wit: Two at Metlakahla, 2 at Wrangel, 1 at Klawak, 1 at Howkan, 2 at Juneau, 1 at Douglas, 3 at Chilkat, 3 at Sitka. The officers are located respectively at Sitka and Juneau.

All these policemen are required to report to some white man, usually a deputy marshal, and directed to act under orders from him, to assist the deputy in preserving order, to prevent the manufacture of hoochinee, to influence attendance by the native children of school age upon the Government schools, and to give prompt information relative to any matters of which the Government officers ought to be informed. The policemen employed during the last year have generally proved efficient

and useful, though in two instances it became necessary to remove those who had become negligent and inefficient and put others in their places. The policemen have been supplied with badges of their office and in some cases they have provided themselves with a uniform or special costume. The usefulness of the Chilkat policemen was greatly diminished during the last winter, while they had no white leader, and, perhaps, as will be more fully referred to later, the fact that their complaint of the sale of disguised liquors to the Indians of that locality by certain white men received no attention, may have had something to do with the abatement of their zeal. The Chilkat district is an important one, containing three canneries, several mines, a mission and Government school, and half a dozen, or such a matter, of stores and trading establishments. The district embraces nine Indian villages and extends 25 miles up the Chilkat River into the interior. The number of white residents is limited and the Indians are less advanced in civilization than those nearer the old towns. They are much given to drinking intoxicating liquors, and when drunk are dangerous. A strong police organization is important. Chilkat matters will be more specifically discussed hereafter.

The duties, as well as the relations, of the Indian police to the people are necessarily somewhat different from those attaching to the office in true Indian country. But these policemen are no less useful, and I trust that the number of men employed may be increased as we find satisfactory men and favorable conditions.

MILITIA.

Little more than the nucleus of an organization exists at present, but the importance of having some rallying standard in case of emergencies liable to occur at several points within the Territory is generally recognized. The organization, as at present existing, consists of one company of infantry, known as Company A, First Regiment of Alaska Militia, which is uniformed and equipped and has the usual line and noncommissioned officers, and has its headquarters at Juneau, and nine general staff officers, representing the adjutant, quartermaster, commissary, medical, and judge-advocate's departments, and two aide-de-camp to the commander-in-chief. The organizing of several other companies is under consideration, one at least to be composed of natives, with white officers. There is excellent material for such organizations.

The militia organization in Alaska can never be entirely satisfactory without some provision in law for defraying their expenses for armories, transportation when required, and at least one annual drill and muster. The necessities of our exposed condition may induce self-sacrificing men to hold together and meet these expenses by personal contributions, and citizens may voluntarily come forward with open purses to help them, but these methods are liable to be spasmodic and dependent too much upon impulse for regularity and the highest efficiency.

The War Department has ruled, and rightly too, undoubtedly, that the act of Congress of February 12, 1887, for the purpose of providing arms, ordnance stores, quartermaster stores, and camp equipage for issue to the militia does not provide for any other expenses or outlay. The allotment of a share of this appropriation for the equipment of the militia of Alaska was placed to our credit for a number of years until the accumulation amounted to about \$8,000. Then it was considered unnecessary to add to this sum, and no further allotment has been made to us. A small portion of this credit has been used in obtaining the

supplies we now have on hand. It will be seen that if we could use our share of this appropriation for the purpose of defraying necessary expenses, other than clothing and equipping, there would be ample to secure the highest efficiency of drill and organization for a regiment, which would be sufficient for the Territory.

In October last I called the attention of the Acting Secretary of War to the importance of having provision made by resolution or act of Congress allowing the use of a portion of Alaska's allotment of this appropriation for the purposes specified, under regulations by and with the approval of the Secretary, and drew a joint resolution authorizing it and requested his approval and indorsement. The Acting Secretary declined to approve the proposition on the ground that a precedent would be established which might be used as an entering wedge for further legislation in favor of other Territories and even the States.

Whether or not the conditions of Alaska, which are very different from those of any other Territory, were taken into consideration, I do not know. It certainly ought to be remembered that while we are especially exposed to the dangers of lawlessness and crime incident to frontier situations, and while our communities are but sparsely settled with white men and civilized peoples, there are much larger numbers of natives only just emerging from their barbarism and savagery, and while we especially need the protection of organization and drill, which require time and expense, we have absolutely no available method of obtaining money for this purpose. The Government has seen fit to withhold from us the privileges of land titles. We have no legislature; no delegate or other representative in Congress to speak for us; we are not allowed to raise money by taxing ourselves; and we have no wealthy resident class to supply it by individual contribution. Our position is anomalous. No other Territory is thus limited. We are alone and isolated. We are separated from the States by vast intervening oceans and hundreds of miles of foreign territory. It requires thirty days to communicate with the national Government by telegraph and get returns from our nearest port.

The employment of war ships and marines to afford the protection which might be given by the militia, is an expensive and clumsy method of reaching the end sought, and is not entirely in accord with the theory of American institutions. When the most favorable conditions exist the policy is at least questionable. Military government is tolerated only as a necessity on American soil. A combination is still worse, especially when the relations of the military to the civil authorities are not distinctly defined. It is true, and a subject of congratulation, that no friction has occurred in Alaska. It is with pleasure that I acknowledge uniform courtesy and readiness to coöperate with me on the part of the commanders of the naval forces here. But this does not change the argument. It is always possible that the representatives of the two departments may be personally unsympathetic and jealous of their respective rights. The responsible officers of the civil government ought to know whether they can invoke the aid of the military as a right, or whether it is necessary to ask their help as a personal favor. The militia is under the direct command of the representative of the civil government. It keeps no large body of men in idleness as a demoralizing element in the communities where they are located. Its members have occupations, families, homes, and property interests to give them steadiness of purpose and to prompt them to the higher duties of citizenship. They are interested in the schools and other local institutions of the country. They may be depended on for the protection of their homes, their families, and their property. They

are no expense to the Government except to the extent of the petty appropriation referred to, which is already made.

I do not assume to state the annual expense of the naval vessel and marines now stationed here. But it can be no inconsiderable sum required to subsist, clothe, arm, and equip one hundred men and nine or ten officers and defray the expenses of transportation, fuel, lights, medicines, ship's supplies and repairs, to say nothing of the building of barracks, magazine, storehouses, wharves, hospitals, etc. In order to justify this expenditure there should be a showing of resulting good to somebody, which has never yet been made, so far as the records within my reach disclose. It is notorious that the vessel now stationed here is unfit for service, an unseaworthy hulk, filled with defective machinery, which, if under any circumstances it were available for transportation or other local government purposes, under the technical rulings of the Naval Department—as it is not—would not accommodate a half dozen persons outside of the usual crew.

I conclude, therefore, that the proper enabling act to allow the use of money already appropriated for the Alaska militia to be used in such way as would best answer our needs and enable us to organize, drill, and render efficient a reasonable militia force for the Territory, would take away all need, if any now exists—which may be doubted—of the presence of marines in the Territory. As to the advisability of a naval vessel I shall have something to say hereafter.

THE WORK OF THE COURTS.

The work of the courts forms no unimportant part of the administration of the government of any country or State, and detailed statement of it is valuable information for the student of its institutions. The courts of Alaska are limited to one United States district court with appellate jurisdiction in the Ninth circuit court of appeals, and four commissioner's courts, respectively at Sitka, Juneau, Wrangel, and Unalaska. The commissioners have also original probate jurisdiction. The Juneau and Sitka commissioners are kept very busy, and the district judge is necessarily a hard-worked man.

The following statistics of business transacted in the several courts were kindly furnished at my request by the clerk of the district court and the several commissioners, to wit:

Statement of the business of the United States district court for the district of Alaska for the year ending June 30, 1892.

[Furnished by Deputy Clerk A. A. Meyer.]

CIVIL CAUSES.

[Between individuals.]

Suits pending July 1, 1891	36
Suits commenced during the year	24
	60
Causes disposed of—	
By dismissals	18
By trial by jury	6
By trial by the court	13
Pending June 30, 1892	23
	60
Judgments rendered for plaintiffs	19
Amounts, \$5,304.01.	

[Between the United States and individuals.]

Suits pending July 1, 1891	7
Suits commenced during the year	8
	<u>15</u>

Disposed of—	
By dismissal	2
By trial by jury	1
By trial by court	7
Pending June 30, 1892	5
	<u>15</u>

Judgments rendered for—	
Plaintiff	7
Defendant	1
	<u>8</u>

CRIMINAL CAUSES.

Indictments—	
Pending July 1, 1891	20
Returned and filed during the year	24
	<u>44</u>

Disposed of—	
By trial by jury:	
Convictions	6
Acquitted	4
	<u>10</u>
By trial by the court:	
Convictions	2
Dismissals	16
Pending June 30, 1892	16
	<u>34</u>

Sentenced to—	
Penitentiary	5
Prison at Sitka	6
Payment of fine	1
	<u>12</u>

Statement of causes in United States commissioner's court at Sitka for the year ending June 30, 1892.

[Furnished by Hon. R. C. Rogers, United States commissioner.]

Conduct contrary to good morals:	
Indians	7
Russians	17
Americans	2
German	1
Convicted, 20; acquitted, 7.	
Drunk and disorderly:	
Indians	11
Russians	2
Englishman	1
Americans	4
German	1
Italian	1
Convicted, 20.	

Assault and battery:	
Indians.....	14
Russians.....	4
Americans.....	4
German.....	1
Convicted, 18; acquitted, 5.	
Assault with dangerous weapon:	
Indian (not guilty).....	1
Russian (held to answer).....	1
Larceny:	
Indians.....	6
Russians.....	2
Convicted, 5; acquitted, 3.	
Selling liquor to Indians:	
Indian.....	1
Russians.....	6
Germans.....	2
Americans.....	4
Convicted, 10; acquitted, 3.	
Killing seals:	
Americans (held to answer).....	3
Englishmen (held to answer).....	3
Gambling, American (convicted).....	1
Smugling liquor:	
Swede (held to answer).....	1
Swede (forfeited bail).....	1
Sending a challenge, American (held to answer).....	1
Mutiny, Germans (discharged).....	6
Libel:	
Americans (held to answer).....	2
Dutchman (held to answer).....	1
Breach of revenue laws:	
Irishmen (discharged).....	2
American (discharged).....	1
Murder, Indian (held to answer).....	1
Malicious injury to property, Chinaman (discharged).....	1
Manslaughter, Scotchman (held to answer).....	1
Lewd cohabitation:	
Chinaman (guilty).....	1
Indian (guilty).....	1
Perjury, Russian (discharged).....	1
Forcible entry, American (discharged).....	1
Inquests:	
American.....	1
Scotchman.....	1
Actions pending.....	4
SITKA, ALASKA, August 12, 1892.	
Respectfully submitted.	

R. C. ROGERS,
U. S. Commissioner.

JUNEAU, ALASKA, August 11, 1892.

SIR: In accordance with your request of August 1, 1892, I have the honor to submit the following as the number of cases disposed of in the commissioner's court at Juneau for the year ending June 30, 1892:

Criminal actions.

Disorderly conduct.....	127
Perjury.....	2
Selling liquor to Indians.....	28
Mutiny.....	3
Assault and battery.....	47
Larceny.....	21
Libel.....	1
Injury to personal property.....	10
Adultery.....	1
Receiving stolen property.....	2
Burglary.....	2
Total.....	244

Discharged.....	58
Convicted.....	162
Held to the grand jury	24
Total.....	<u>244</u>
Inquests	3
Civil actions tried	29

In criminal matters before commissioners, limited as they are in jurisdiction to a class of petty misdemeanors, does not meet the requirements of the Territory and in many instances works a hardship to the defendant.

Jurisdiction ought to be given the commissioners in all cases of misdemeanors, with an appeal to the district court when proper, and thus effect a more speedy punishment for crime in this class of cases.

Very respectfully,

W. R. HOYT,
United States Commissioner.

Hon. LYMAN E. KNAPP,
Governor of Alaska.

Causes (criminal) in the United States commissioner's court at Wrangel, Alaska, for the year ending June 30, 1892.

[Furnished by Hon. W. A. Kelly, Commissioner.]

Furnishing liquor to Indians:	
Whites	13
Indians.....	6
	<u>19</u>
Disturbing the peace:	
Whites	5
Indians.....	7
	<u>12</u>
Drunk and disorderly, Indians	3
Attempt to land whisky, whites.....	2
	<u>5</u>
Assault and battery:	
White	1
Indian.....	1
	<u>2</u>
Contempt of court:	
White	1
Indian.....	1
	<u>2</u>
Gambling, white.....	1
Larceny, white	1
Assault with a dangerous weapon, Indian	1

Louis H. Tarpley, commissioner at Unalaska, left the Territory in the fall of 1891 and made no report of business in his court.

So far as my information extends the Unalaska district, although one of great importance and embracing a wider field than any other, has been practically without court facilities. While at his post, which was only a small part of the year, the commissioner manifested very little inclination to organize business. The total amount of fines paid to the clerk of the United States district court by him during his incumbency of the office was \$5, which represents one case. Since he left, in October last, no one has taken his place.

The importance of having this position filled by some competent and worthy man can scarcely be overestimated. I am aware that it is not an easy matter to find the right man for the place who is willing to accept the small salary provided by law. One thousand dollars would not afford a reasonable living for a family at that place. If the salary were increased to \$2,000 there would be no difficulty. Unless increased, I see no hope of securing a suitable man who would be willing to take the position, unless some one can be found who has some other business not inconsistent with the work of his office, as the profession of medicine, to which he may resort to eke out his slender salary.

A comparative statement of the amount of moneys turned over to the clerk of the district court by the several commissioners on account of fines imposed and collected by them in their several courts shows something of the criminal business transacted by them, and I append the same, as follows:

By the commissioner at Sitka	\$493
By the commissioner at Juneau	486
By the commissioner at Wrangel.	286
By the commissioner at Unalaska	5
Total.....	1,270

Memoranda of vessels attached by virtue of monitions issued by the United States district court for violation of section 1956 Revised Statutes of the United States, which prohibits the killing of fur-bearing animals within the limits of Alaska Territory, except by permission of the Secretary of the Treasury, during the year ending June 30, 1892.

Schooner *La Nimfa*; condemned and appealed.
 Schooner *Ethel*; condemned and sold. Realized \$3,633.25.
 Steam schooner *Challenge*; condemned and sale ordered.
 Schooner *Kodiak*; pending.
 Schooner *Lettie*; pending.
 Steamer *Jennie*; pending.

SEIZED SINCE THE 1ST DAY OF JULY.

British steamer *Coquitlam*, having on board 6,186 seal skins and a large amount of provisions. Vessel and cargo appraised at \$85,667.95. Seized for violation of the revenue laws by U. S. R. M. S. *Corwin*, Capt. C. L. Hooper; pending.

British schooner *Winifred*, for violation of the revenue laws, by U. S. R. M. S. *Richard Rush*, Capt. W. C. Coulson; pending.

Whaling bark *Lydia*, for violation of revenue laws, by U. S. R. M. S. *Rush*. Fined \$140, the value of the property not on the manifest, by Collector Hatch. The fine was paid and the vessel was discharged, the collector retaining the seal skins as seized for forfeiture.

RECEIPTS AND DISBURSEMENTS.

Disbursements by the United States marshal for the fiscal year ending June 30, 1892.

Appropriations:

Fees of jurors	\$2,666.50
Fees of witnesses	3,863.35
Support of prisoners.....	14,929.09
Miscellaneous expenses	2,183.18
Fees of marshals.....	4,692.25
Pay of bailiffs	190.50
Total.....	28,524.87

Outstanding accounts (for want of funds):

Deficiency fiscal year 1890.....	487.23
Deficiency fiscal year 1891.....	3,502.40
Deficiency fiscal year 1892.....	5,640.95
Total.....	9,630.58

Financial statement by the clerk of the district court for the year.

Balance in registry of court July 1, 1891.....	\$660. 78
Receipts:	
On account of sale of seal skins and schooner (seizure 1891) net.....	3, 346. 22
On account of fines and forfeitures:	
United States commissioners	973. 00
United States district court	50. 00
Total.....	4, 369. 22
Expenditures:	
Deposit to credit of Treasurer United States	264. 96
Miscellaneous expenses	3, 765. 04
Balance in registry of court	2, 000. 00
Total	6, 030. 00

Receipts and disbursements of the collector of customs.

From customs	4, 319. 19
From seized liquors (net proceeds of sales)	626. 65
Miscellaneous sources.....	3, 064. 38
Total receipts.....	8, 010. 22
For services	16, 732. 00
For contingent expenses	544. 00
Total disbursements	17, 276. 00

About \$5,000, duty on coal taken at Departure Bay and discharged at Unalaska, was paid at Port Townsend, which properly belongs to this district. It is said at Unalaska that owners and masters would like to pay the duty at that subport where the coal is unladen and not be compelled to return from Departure Bay to Port Townsend to clear for an Alaskan subport.

If this district should have these duties, it would be able to make a much better financial showing.

Report of the United States prisoners confined in the United States jail at Sitka, Alaska, during the year ending June 30, 1892.

[Furnished by Deputy Marshal John Hanlan, jailor.]

In jail July 1, 1891.....	13
Received from July 1, 1891, to June 30, 1892	131
In jail during the year	144
Discharged from July 1, 1891, to June 30, 1892	122
Remaining in jail June 30, 1892	22
Total	144
Social relations:	
Married	51
Single	93
Total	144
Sex:	
Male.....	117
Female	27
Total	144

Color:

White	78
Indians	63
Negro	3
Total	<u>144</u>

Offenses:

Murder	4
Manslaughter	2
Assault and intent to kill	1
Assault with a dangerous weapon	1
Resisting a United States officer	1
Burglary	2
Grand larceny	1
Petit larceny	9
Attempt to commit larceny	1
Violation of internal-revenue laws	5
Assault and battery	16
Selling liquor to Indians	27
Drunk and disorderly and outraging public decency	44
Insanity	4
Illicit sealing	12
Indecent exposure	3
Contempt of court	1
Gambling	1
Detained as witnesses	8
Total	<u>144</u>

Serving sentence	124
Awaiting examination or trial	20
Total	<u>144</u>

Per diem charge for subsistence, 70 cents.

In the criminal trials in the United States district court, of which there were 12, one defendant was charged with selling intoxicating liquor to Indians; none with selling to others than Indians.

In the criminal trials in the Sitka commissioners' court, of which there were 121, 13 defendants were charged with selling intoxicating liquor to Indians; none with selling to others than Indians.

In the criminal trials in the Juneau commissioners' court, of which there were 244, 28 defendants were charged with selling intoxicating liquor to Indians; none with selling to others than Indians.

In the criminal trials in the Wrangel commissioners' court, of which there were 43, 19 defendants were charged with selling intoxicating liquor to Indians; none with selling to others than Indians.

There was no prosecution for selling intoxicating liquor to Indian or white in the court of the commissioner at Unalaska.

The trials in the district court were mostly by jury; those in the lower court were mostly without jury. In the trial of liquor cases, as in other cases, it may be said that with certain and sufficient proofs of guilt, there were few failures of conviction. What might have been the result if the charge had been sales to white men does not appear.

It may be well to note the fact that under section 14 of the act of May 17, 1884, known as the "organic act," no distinction is made between selling to Indians and white men, but a general prohibition is enjoined; and the court has held that the word "Indian," in an indictment, is surplusage. But the fact remains that the defendants were arraigned for selling to Indians, and proofs were presented of sales to Indians only. That intoxicating liquors of various kinds are sold openly and without concealment to white men in all the principal towns

of southeastern Alaska is notorious and will not be denied. That intoxicating liquor in disguised forms as "lemon extract," "Jamaica ginger," "Hostetter's bitters," etc., are sold in large quantities to Indians is an equally conceded fact. The attention of the district attorney has been repeatedly called to these facts, verbally and in writing, officially and unofficially, and he has been urged to take such action as might be necessary to relieve the administration from the odium of charges of unfaithfulness or inefficiency in the execution of this law.

It has been alleged, in excuse for neglect to prosecute offenders against the prohibitory law of Alaska, that public sentiment will not sustain prosecutions; that convictions can not be secured, however strong the proofs; that grand juries will not indict any man for selling intoxicating liquor to white men.

I am not prepared to dispute these allegations; and yet I do not like to believe that there are no honest men in Alaska who have no regard for their oaths. If an honest and vigorous effort were made, if prosecutions were brought and pushed to issue with the thoroughness which ought to characterize the actions of men intrusted with the responsibilities of office, then failure might prove the existence of such an unfortunate lack of integrity on the part of the citizens of the Territory as is implied in the allegations above cited.

It is true grand juries act secretly, and it would scarcely be becoming in me to assume to give an account of their deliberations or their undisclosed acts. It will be seen from the above court statistics, however, since commissioner's courts have no grand juries, that out of the sixty-three trials for selling intoxicating liquor reported, sixty-two were commenced by information or complaint, and no grand jury had any hand in the business whatever. Besides, a district attorney ought to carry his sense of responsibility for the enforcement of the criminal laws of his district into the grand-jury room. Can a man of ability and vigorous personality have no influence to prevent injustice and crime and criminal neglect and disregard of official obligation because of the veil of secrecy over the discussions in that body?

In a letter published in the report of the governor of Alaska for the fiscal year 1891, Appendix B, the district attorney says:

There are also many persons openly engaged in selling intoxicating liquors contrary to law. These facts I have laid before each grand jury, advising them that it was their sworn duty to indict all such persons. Yet in every instance they not only refused to indict, but have refused to hear any testimony upon the subject whatever.

This is a serious indictment. The men composing those grand juries were sworn officers of the court. Failure to bring an indictment when proper proofs were presented was perjury. Refusal to receive testimony may be contempt of court, and is at least an exhibition of unfitness to serve in the important and responsible office of jurors. If the allegation is well founded it discloses a condition of things which requires heroic treatment. It is difficult to see how, under such circumstances, a district attorney can do less than report the facts in open court, so that the judge can judicially determine whether or not the conduct of the jurors is worthy of censure or punishment and whether there is such a disregard of their sworn obligations as to unfit them for further service in the capacity of officers of the court. It would seem that self-respect, as well as official obligation, demands that much.

At the May term of the district court held at Juneau, 1892, an important case of criminal libel, in which the evidence was overwhelming, was reported adversely by the grand jury without the formality of

hearing the testimony of the complaining witness or any other witness for the prosecution. It seems that the district attorney was also ignored. At least he was not present when the case was considered, and some hours after the report was filed admitted ignorance of any action having been taken. Whether his lack-vigor, indifferent manner of prosecuting offenses against the liquor law, and the tameness with which he allowed himself to be thrust aside when his propositions on that subject were ignored had anything to do with this neglect or not I do not know. The respectful attention afterwards given to the statement of the complaining witness by the jury, when he was allowed on his own application to go before them, though too late for action on their part, suggests at least the probability that they would have listened to the attorney if he had wished to be heard. Another case which came under the personal notice of the writer was a complaint for perjury against a prominent citizen of the Territory, who had made two sworn statements before the commissioner, so inconsistent the one with the other that both could not be true. They had been made deliberately and with a full knowledge of the consequences, and in an important case involving the good name and personal liberty of another citizen. When this matter was before the grand jury for consideration the district attorney had private business to attend to in the form of trials of civil causes in which he was a retained attorney and could not attend to the matter before the grand jury. It was not strange that no bill was found.

I have deemed it my duty to refer to these matters because the law compels me to share the responsibility with the other officers in the discharge of their duties. My theory of the duties of executive officers is not original with me, but I am no less strongly impressed with their obligation to discharge them unflinchingly and without regard to personal consequences. I assume that, however objectionable a law may be, it is not the province of executive officers to ignore it. It is their manifest duty to enforce all laws with uncompromising vigor and leave all questions of their expediency and wisdom to the law-making power.

RECENT OCCURRENCES.

While the general condition of the Territory has been peaceful and quiet, there have been several outbreaks of crime and lawlessness and resultant consequences so serious that special reference to them seems to be required. Like most of the crimes and misdemeanors of the foregoing record, they were directly connected with the sale and use of intoxicating liquors.

On the 11th day of January Charles H. Edwards, a Government school-teacher, located at Hamilton Bay, on Kuprianoff Island, with a number of Indians over whom he had acquired influence in his work there, boarded a sloop lying in the bay seized and destroyed a small quantity of liquor which they found on board. Mr. Edwards was detained in a struggle with the captain after the Indians left and was finally shot, death resulting in a few days. Two of the natives also failed to reach the shore. The testimony taken in the case tended to prove that they, too, were shot in the water while swimming to the shore. The details of the case, with the evidence, have been forwarded to the Attorney-General in a special report and need not be repeated here. Mr. Edwards was a worthy, candid, and earnest Christian worker, having the entire confidence of all good men, and without question one of the most efficient and successful teachers in Alaska. He had abundant reason for believing that the vessel was there to sell intoxicating liquor

to the natives with whom he was laboring, and, though betrayed by his zeal into action not warranted in law, his motive was a high one, and only his nobleness of character, his devotion to his work, the efficiency of his service, and the sacrifice of his life in the cause of morality and civilization should be remembered.

But the record can not end with the death of Mr. Edwards and the two natives. A most dastardly act of lawlessness, in the tarring and feathering of Dr. J. E. Connett, at Douglas, by masked men, was a direct sequel to the original shooting. The doctor had been active in searching for testimony against the man who shot Mr. Edwards and somewhat severe in his characterization of the offense in a newspaper communication, and he fell a victim to the hatred of interested parties not yet identified. The better people of the Territory condemn the outrage and demand the use of all legitimate means to discover and punish the perpetrators of it.

Another tragical result of the shooting is feared. The natives who perished in the water belonged, respectively, to the Hydah tribe and the Hennegah clan of the Thlinkets, and their friends now threaten the killing of two white men, in accordance with their customs. There are very few white men in these neighborhoods and those are in no way responsible for the death of the Indians, whoever else may be to blame. But personal responsibility is not considered by them, and the murder, or execution, as they think of it, of some worthy and peaceable citizen is not an impossible or improbable occurrence in the near future. Prompt punishment of the homicide would have had a tendency to prevent further action on their part, through the convincing influence of a conviction that the white man's law is just and that the punishment of offenders under that law is prompt and certain. Whether justice has had free course in this matter is not for me to decide. An investigation has been made by the Department of Justice, Capt. Allan H. Dougall, examiner, and his report must be more complete and his conclusions more satisfactory than anything I can offer upon that subject.

A drunken row with the most serious results occurred at Chilkat on the 4th day of July last. Intoxicating liquor has been sold freely for a long time. Three canneries have been in operation during the summers for a number of years. There are also three or four stores for the sale of general merchandise, several saloons, quite a number of white and Chinese residents, and a large number of Indians residing in their seven villages during the winters, but congregating at times about the canneries. These Indians have always been considered dangerous, and drunken brawls have before resulted fatally to some of the Indians themselves. Generally these accidents have been kept out of sight and the evidence suppressed and the difficulties settled "according to Indian custom." Enough transpired, however, to suggest the necessity for prompt and vigorous action. As stated in my last annual report I organized a force of Indian police, and under the efficient management of Deputy Marshal Healy they did excellent service in destroying hoochinoo and the native manufacture, and were full of zeal to reform the whole neighborhood of all drunkenness. To this end they made complaint of the sale of liquors disguised under the name of lemon extract, in which complaint white men joined. I communicated the facts to the district attorney. After some months the complaints were renewed, and I requested the district attorney to accompany me to that place and make an investigation. We went there on the U.S.S. *Pinta*, as stated in my last annual report, in July, 1891, and while I was having a conference with the natives about their

troubles with the canneries, the district attorney was supposed to be investigating the charges of selling lemon extract to the Indians. I supposed that action was to be taken to stop the nefarious business at once. But nothing grew out of it, and the complaints were repeated. Finally in October I learned that a large stock of lemon extract had been landed at Chilkat, presumably for the winter's trade, and I again called the attention of the district attorney to the complaints and the fact of the landing of the liquor. As no action followed this urging, on the 13th day of February, 1892, I addressed a letter to the Attorney-General, calling attention to the necessity for some action toward suppressing the liquor nuisance in Alaska, not referring especially to the Chilkat troubles, but having them in mind. In due time the district attorney informed me that the Attorney-General had sent him a copy of my letter and instructed him to proceed with prosecutions at once, and he then said that he should do so.

Meanwhile Deputy Marshal Healy was away, the Indian policemen without a head were of no account, and saloons multiplied until pandemonium ensued and the culmination was reached on the 4th of July last, when, in a drunken row, one Indian was killed, one white man and one Indian were severely wounded, and another white man was shot down in cold blood next day as a resulting sequence. The circumstances of the affray need not be recounted here. The killing of Marx on the 5th of July seems to have grown out of the drunken riot of the night before and through the influence of the Indian custom of requiring blood for blood. The wife of the Indian who had been killed went to a friend, probably a member of her husband's clan, and appealed to him to avenge his death, an appeal which in the olden times was never disregarded. She recited the catalogue of her wrongs and closed by saying: "Tom, you are a great warrior. You are my friend and the friend of my husband. You claim to be a brave man. The white men have come here and taken away our fishing grounds, driven away our game, treated us with contempt, and have now killed my husband. Avenge his death and take away our shame." Tom took his gun and shot the first white man he met, Frank Marx, who was not engaged in the drunken row at all and was in no way responsible for what had happened.

Prompt action was taken by Deputy Marshal John Dalton, and Commissioner Hoyt, of Juneau, held inquests on the bodies of the deceased men and made arrests as follows, viz: John Wade, white, for manslaughter of the Indian, who was held for trial in the sum of \$1,000; Tom, an Indian, for murder of Frank Marx, who was committed to jail to await trial; Qualth, an Indian, for assault with intent to kill, who was committed to jail; Kowtsh-ish, an Indian, for assault, warrant issued; Sitka Jack, an Indian, for assault, warrant issued and arrest made sometime later; Yelth-ta, an Indian, for disturbing the public peace, tried, found guilty, and fined \$30; in default of payment committed; Martin Oleson, white, for selling intoxicating liquor, held for trial in \$400; M. V. Sharp, white, for selling liquor, held for trial in \$400; Lyme Stearns, white, for selling liquor, held for trial in \$400; Joe Tuguerie, white, for selling liquor, held for trial in \$400; Silas Gibson, white, for selling liquor, held for trial in \$400.

The expense incurred thus far in connection with the unfortunate affair has been very large, perhaps amounting to \$600, and only one out of the eleven cases has yet been tried, and that was for a minor offense coming within the jurisdiction of the commissioner. I forbear making comments upon this affair. Capt. Dougall, who was here as examiner

from the Department of Justice, gave the subject careful investigation, and it may be assumed that he has reported the results of his inquiry to the Attorney-General and perhaps given his opinion of the causes of the trouble.

In December, 1888, two homicides occurred at Hoonah which were reported to the acting governor, Hon. Henry E. Haydon. On account of the difficulty of communication and transportation or for some other reason no action was taken at the time, and a change of administration occurring soon after the matter was lost sight of. Last November Rev. J. W. McFarland, missionary to Hoonah, represented the case to me as one causing much injury, because the failure of punishment gave encouragement to the Indians to continue their old customs and sometimes in acts of lawlessness. The trouble was reported as beginning with drunken insults and attempted outrage upon a woman, and the first part closed with the killing of one man by another. A friend of the murdered man named Goolzuc demanded the life of the murderer. The missionary explained the wrongfulness and illegality of taking the law in his own hands to Goolzuc, but the latter only laughed and said he should do it. The first murder occurred at 9 A. M. and at 1 P. M., in sight of the whole town, Goolzuc deliberately shot the other man and has since been at large.

Mr. McFarland's letter giving an account of the murder was dated October 23, 1891. December 7 Mr. McFarland again referred to the matter and added:

I feel the Goolzuc affair should not go unnoticed. Our people need a lesson. They are pretty bold.

I referred the matter to the district attorney and expressed my opinion that it should be investigated, which he promised to do, at the same time expressing doubts about a crime having been committed.

In August, 1892, I again called the attorney's attention to the matter and he went to the scene of the crime with a deputy marshal to arrest the man Goolzuc, who, however, was not there. The witnesses, too, were absent, and in fact very few of the people were seen. They were supposed to be scattered among the neighboring bays in search of game and fish. The pursuit was then abandoned for the summer. The attorney now informs me that he has grave doubts whether these circumstances constitute an offense against the law and seems inclined to take the responsibility of letting the matter rest.

By the last mail from Kadiak in 1891, I received a letter from Rev. Nicholas Metropolsky, priest and missionary of the Græco-Russian Church, who is located at Kenai, some 200 miles or more from any mail station, complaining of outrages upon the native members of his church by temporary residents employed in the cannery located at that place belonging to the Northern Packing Company. The complaint alleges drunken brawls, breaches of the peace by threatening and reckless shooting, intimidating the men and outraging the women, and in one case the beating of a native so that in three weeks he died. There being no way of communicating with or reaching the place where the outrages occurred, I could take no action other than to report the case, as I did on the 13th day of November, 1891, by sending a copy of the letter to the Secretary of the Interior. On the 19th day of February, 1892, I made application for transportation to Kenai in the early spring, so that an investigation of these outrages might be made. I have heard nothing further of the affair, and so far as I am informed no investigation has been made, and the appeal of these people through their priest for protection has met no response.

LIMITATIONS.

It will be seen from the instances referred to above that the lack of proper transportation facilities is a serious hindrance to the prompt and efficient administration of the laws of Alaska. The number of cases illustrative of this need which might be recited is illimitable. Those given are only samples. It is impossible to arrest criminals and punish crime without facilities for access to them. Appeals for help and protection against the most terrible outrages must fail of response without some method of conveyance by which we can reach the scenes of trouble. A sparse population of American citizens scattered among several hundred villages of uncivilized natives are still entitled to protection under the American flag. We are under treaty obligations to the people of Russian descent and the natives residing in the Territory, whatever we may think of the obligations of humanity, to protect their lives and their property and to extend to them the benefits of civilization. The conditions of the Territory are anomalous. Its vast area, much of it broken and barren, more of it covered with ice fields and mossy plains, which afford little hope of future cultivation or use for the usual methods of sustaining human life, will not soon be traversed by railroads, telegraph lines, or even wagon roads. Its numerous deep-water channels and navigable rivers, its extended coast line and numerous islands are features which carry with them their own suggestion of methods of travel and communication.

In behalf of the people, in the name of justice and obligation, in the interest of civilization and humanity, for the honor of our nation, I appeal to Congress for relief in this respect. The Government can not perform its duty without facilities for travel and conveyance. Expenses are much greater than they need be and economy of administration requires a solution of the perplexing problem presented. A small steam vessel in the direct control of the local administration would do much toward relieving the situation, and it is difficult to see how less than an appropriation for this object can be thought of. The statement that the U. S. S. *Pinta* is stationed here, as an answer to our demand, is scarcely less than an insult to our intelligence. If it were available for use under the regulations of the Navy Department, as it is not, it would be useless for the purposes for which a vessel is needed. It is notoriously unseaworthy, has no speed, no accommodations for transportation except for its own complement of men, is unsafe, its machinery is unreliable; it is a thing of the past. A war vessel is not what is needed, however complete and perfect in its appointments. A marshal's posse is all that is required, except perhaps a dozen men who could operate a Gatling gun from the deck of a transportation steamer. If a military force were needed for any emergency the local militia would be sufficient. A revenue-cutter would render much greater service. Our 25,000 miles of coast line ought to be protected by at least one vessel, which might guard against smuggling and unlawful importations. The collector of customs of this district has great responsibilities, with very limited facilities for the performance his duties.

A serious defect in the judicial system of the Territory is the lack of inferior courts. Several very large and important districts are so remote from commissioner's courts that it is next to impossible to accommodate suitors or afford legal protection against minor crimes and misdemeanors. The Kadiak district has about a dozen canneries, coal and other mines, a comparatively large population, the usual trading

posts, and other business establishments. There are also schools, churches, and missions. There is no commissioner within 700 miles of the central point of the district.

Sand Point is another natural center around which are grouped mines, fishing establishments, churches, and trading posts; also quite a population. It is becoming a supply station for vessels bound for Bering sea and the Arctic. The commissioner at Unalaska, when there is one, is more than 400 miles away.

St. Michael is the ocean port for the Yukon River region, and is fully 900 miles from Unalaska.

The Chilkat region has three canneries, eight or ten Indian villages, six to eight stores, a number of saloons, and plenty of business for courts.

There ought to be provision for courts with the accompaniment of officers and lockups for each of these places. The salary now paid to the commissioners is hardly sufficient to furnish a reasonable living to men suitable for these positions. They should be men of character and education, and be well endowed with the quality denominated common sense. Men with families are preferable. A salary of \$2,000 is not too much, and the fees, in case of sufficient salary, should be covered into the Treasury of the United States.

The salaries of deputy marshals are also insufficient. Twelve hundred dollars is as little a sum as a man with a family ought to be expected to live upon in Alaska. They now receive only \$750.

I desire to renew my recommendation that justices of the peace, under the commission of the governor, should be definitely authorized by law, so that all questions of jurisdiction may be removed. These officers would become an important adjunct in the administration of the laws if their jurisdiction were rendered certain and their duties defined.

The matter of drawing juries ought to receive attention in considering questions of legislation for Alaska. The panel of the grand jury should be as small as possible without violating constitutional rights, if any such are involved. The smaller the number the better they can be held to their responsibilities.

EXECUTIVE CLEMENCY.

I have received and acted upon four applications for executive clemency within the year, of which one was refused and three were granted. In the latter cases reprieves were ordered until the decision of the President thereon could be made known, and the applications, together with the written testimony, the certificates of court proceedings and my action upon the same, were forwarded for his consideration and determination of the question of pardon. The following list shows details, to wit: Frank Sullivan, selling liquor, application refused October 19, 1891; Tom, an Indian, larceny, reprieved January 8, 1892; B. W. Washburn, gambling, reprieved April 2, 1892; Lawrence Calugen, selling liquor, reprieved April 30, 1892.

REGULATING SALES OF INTOXICATING LIQUOR.

Section 14 of the organic act required the President to make regulations for the sale, manufacture, and importation of intoxicating liquors for the purposes allowed by law. For that purpose were issued Treasury Circulars No. 30, Division of Customs, approved by President Arthur, February 26, 1885, Treasury Circular of May 4, 1887, approved

by President Cleveland, and Treasury Circular No. 34, 1892, Division of Special Agents, approved by President Harrison March 11, 1892.

Under the regulations as existing prior to March 11, 1892, five licenses to sell intoxicating liquors in the Territory, for the purposes allowed by law, had been issued by me, three of which were in force at the date of my last annual report, and this fact so appeared. Those three licenses expired by limitation in December, after which I issued none until Treasury Circular No. 34, for 1892, appeared. Since that time three licenses have been issued under the revised regulations, one each, respectively, at Sitka, Douglas, and Juneau, all of which are still in force.

My action in granting licenses to sell intoxicating liquors for medicinal, mechanical, and scientific purposes, under Executive regulations requiring me to do so, has been so persistently misconstrued and misunderstood that it seems proper to refer to the matter here. A learned Senator who is, perhaps, as well informed on matters connected with the Territory as any one not residing here, speaking from his place in the Senate, characterized my action as an unlawful act—an attempt to foist upon the Territory a system of license not authorized by law. He proceeded to draw his inferences as to my opinion of the expediency of a general license system for Alaska and to use it as an argument in favor of such system as embodied in Senate bill 1076 now pending in that body. For any person informed as to the law and regulations of the President for its enforcement I need not say anything. For the benefit of those not so informed permit me to say, my action in granting licenses to sell intoxicating liquor for the uses allowed by law, issued under the law and regulations and for the purpose of complying with them, is no indication whatever of my opinion upon the rightfulness and expediency of a general license system for Alaska.

I do not hesitate to say that while I am by education and natural habit of thought a prohibitionist in theory, I can easily think of conditions which would induce me to favor a system of license for the regulation of the liquor traffic in localities where those conditions exist. But these conditions do not exist in Alaska. A large proportion of the people are natives, or of mixed blood, and mere children in many things, especially dangerous under the influence of intoxicating liquor, and certainly needing the protection which prohibition is designed to afford. The distinction between whites and Indians, as in Senate bill 1076, if such class legislation is allowable in a Territory where the absence of the tribal relation gives the Indian the rights and responsibilities of citizenship, does not take away the objection that liquor sold to whites in many cases finds its way to the Indian rancherie. For these, and other reasons not necessary now to name, I do not think a system of license, however high, would inure to the benefit of Alaska and its people.

These licenses must not be confounded with the certificates given by the revenue officers in the collection of the internal-revenue special tax, which are not licenses to sell at all. Special taxpayers during the fourteen months ending June 30, 1891, in Alaska, may be summarized as follows:

Retail liquor dealers.....	46
Manufacturers of cigars.....	3
Dealers in leaf tobacco.....	2
Dealers in manufactured tobacco.....	92
Brewers.....	4
Retail dealers of malt liquors.....	2
Total.....	149

The internal revenue collected in Alaska for this period amounted to the sum of \$2,917.33.

While these certificates are not considered licenses, the effect of taking the special revenue tax for the sale of liquor while the law is prohibitory is exceedingly unfortunate, as implying an expectation that the payer will make sales.

From July 1, 1891, to June 30, 1892, 102 permits to land liquor within the Territory have been issued by the collector of customs, as follows:

To church representatives for sacramental purposes.....	3
To physicians	4
To druggists	4
To U. S. Navy	5
To persons for mechanical purposes	2
To persons for scientific purposes	4
To persons holding licenses to sell, issued by governor.....	11
To individuals in Sitka	24
To individuals in Juneau	35
To individuals in Wrangel	6
To individuals in Loring.....	4
Total.....	102

During the year ending June 30, 1892, the collector of customs made twenty-five seizures of liquors unlawfully landed, and shipped the same to Portland for sale under the directions of the Department. The expenses were so great that only a limited net sum was realized from it.

LOCAL LAND OFFICE.

A report of the business transacted at the local land office in Sitka for the year ending June 30, 1892, discloses a condition of inactivity which was scarcely expected.

The number of applications for patents of mineral lands filed during the year was	5
Adverse claims filed.....	2
Adverse claims dismissed	1
Applications for which purchase money was paid during the year.....	4
Amount of purchase money received	\$245
Patents of mining lands issued by the General Land Office during the year...	10
Number of applications filed with the Surveyor-General for surveys under act of March 3, 1891	69
Applications for town sites under act of March 3, 1891.....	1

The above record does not show the preliminary notices of claim to mineral lands which are filed in each mining district which has its own recorder and rules. These mining districts are numerous, and claims within their several borders may be maintained year after year if the annual assessment work is done and proofs of the same are filed with the recorder, without the application for the patent, which must be made through the land office.

The applications for surveys of lands for manufacturing and business purposes and town sites, under the act of March 3, 1891, entitled "An act to repeal the timber-culture laws, and for other purposes," have been attended with the difficulties quite frequently occurring in attempting to work under a new law before methods of practice have become settled. Surveys made have proved to be unsatisfactory to the General Land Office, and finally a special agent has appeared to make certain investigations and correct informalities and put the practice upon a correct basis. Only one application for town site has yet assumed shape for recognition by the surveyor-general to act, that for Juneau, and proceedings have not yet reached the stage for the appoint-

ment of a trustee in that case. The citizens of Sitka have had several meetings to deliberate upon the subject, but no action has been determined upon.

The sixty-nine applications for surveys of land for manufacturing and business purposes include sites for canneries, salteries, sawmills, cod-fishing stations, and cattle ranches.

I wish to reiterate my recommendation of last year, urging supplemental legislation to the town-site law, providing for municipal corporations, giving them powers usually given to such corporations of taxation, to control the public streets, to make regulations for internal police, to protect the health and cleanliness of the cities and towns, to provide for the support of paupers, to make regulations respecting cemeteries, and any other powers and privileges essential to good municipal government. There should also be a definition of the qualifications required for voting privileges, since many of the natives and perhaps others who can with much force claim the rights of citizenship are unable to read and write and talk the English language, and therefore are not fitted for the intelligent exercise of the electoral franchise. Without reciting the arguments which are too voluminous for repetition here upon the question of the rights of civilized natives to citizenship in Alaska, reference may be made to a discussion of that subject in the annual report of the governor of Alaska for 1891, page 37, under the topic "Their present legal status."

PUBLIC BUILDINGS.

With the exception of school-houses, certain buildings in the direct care of the Navy Department, and possibly one or two other buildings, or parts of buildings, transferred to the custody of the marshal, under section 10 of the organic act, the buildings in the Territory owned by the Government are in charge of the collector of customs, Edwin T. Hatch, custodian, and may be enumerated as follows, to wit:

Sitka.—Custom-house, occupied by the collector and deputy collector for office and residence. In the same building are also the offices of the governor and clerk of the United States court. Court-house and jail building, occupied for court room, jail, offices of judge, district attorney, and marshal, and also as residences for each of these officers. Clubhouse, so called, used for rental as a lodging house. Warehouse used for freight room, and having also an armory for the militia, a marine-hospital office, and storerooms for the Navy, the marshal, and the collector. Old warehouse, occupied for a coal house by the Navy. Magazine, near the custom-house, used to store ammunition belonging to the militia and the marines. Dwelling house, occupied by the governor as a residence and chambers. Dwelling house, occupied by the clerk of the court as a residence. Large building, known as "Baranoff castle," or "Russian governor's house," occupied by the United States commissioner as a court room, office, and residence. Four dilapidated buildings, known as carpenter shop, bakehouse, and two blockhouses, which formed a part of the old Russian defenses of the town. Three log cabins, worthless. Wharf, upon which was expended in the last year the sum of \$2,400, which put the same into first-class condition. The rate of wharfage has been reduced one-half and is now \$1 per ton of 40 cubic feet, and the dockage fee for steamers tying up to the wharf has been fixed at \$5.

The governor's residence has been repaired and painted at an expense of \$770, and \$332 has been expended upon the house occupied

by the clerk, and both buildings are now in good condition. A new stairway was built to the "castle" at an expense of \$247, very much improving the establishment. A new walk in front of the custom-house cost \$75, and the painting, papering, and partial furnishing of the custom office cost \$30, making a total of \$4,124 paid under the direction of Collector Hatch for repairs upon the public buildings in Sitka since July 1, 1891, when he assumed the duties of the office. Proposals have been forwarded to the Supervising Architect at Washington, at his request, for very complete repairs of the custom-house, the foundations, framework, and covering needing it very much. The inside of the building is now in good condition. The court-house building ought to receive immediate attention. It is built of logs, and those at the bottom are decaying, letting the whole superstructure above the foundation gradually sink down, disarranging levels, racking roof, chimneys, and walls, and perhaps endangering the floors. The same may be said of the "castle," which ought to be preserved, as it may be if attended to directly, to be serviceable for uses required by the Government, as well as for reasons of historic interest and sentiment. The other buildings are, perhaps, not worth repairing, and one of them, the clubhouse, ought to be torn down, or at least permanently closed.

The other Government buildings in Sitka not enumerated above are the following:

A large warehouse occupied by the Navy as a sick bay and storehouse. A new barracks building erected within the year, at an expense of \$6,000, by the Navy Department and now occupied by the United States marines. Two new magazine buildings and wharf on Japonski Island, erected within the year at an expense of \$10,000 by the Navy Department. Two Government school-houses, both in excellent condition.

Juneau.—A dwelling house, not now occupied, and several worthless cabins constituted the total of the Government structures at the beginning of the year. During the year a new court-house has been erected at an expense of \$8,000 and is nearly ready for occupancy. It is designed to furnish court room, offices for United States commissioner, judge and clerk of the United States district court, deputy marshal, and deputy collector of customs. It will also contain ten cells for a local jail or lockup. There is also a Government school-house in good condition, but sadly deficient for the needs of the city. This building should be devoted to the use of one of the schools only and another building erected for the accommodation of the other school.

Wrangel.—Custom-house, occupied for office and residence by the deputy collector, in fair condition but needing some repairs. Annex to the custom-house, occupied by the United States commissioner as a residence, needing repair. A large building, occupied for a Government school-room, commissioner's office, and court room, and a small tenement, needing repairs. Jail, or lockup, with annex, occupied by the deputy marshal as a residence. The sum of \$100 has been expended under the direction of the collector for repairs upon the buildings during the year, and proposals for improvements upon the court-house have been forwarded with the expectation that they will be ordered.

Mary Island.—A new custom-house was erected last year, which, with the furniture, cost \$8,000.

Kadiak.—The custom-house at this place is occupied by the deputy collector as an office and residence. It is a very old building and sadly in need of repairs. There are also several small and worthless structures at this place. The Government schoolhouse, which also furnishes

the teacher with living accommodations, is nearly new and sufficient for present needs of the school, though the residence quarters are much too small.

Sand Point.—A new building was erected during the year at an expense of \$8,000, including the furnishing, which is commodious, finely located, and in most respects entirely satisfactory. It is occupied by the deputy collector for office and residence. There should be added two small outhouses to complete the establishment.

Unalaska.—The custom-house, 18 by 24 feet, is not in condition for occupancy, and the expediency of repairs is doubtful. A building, not entirely satisfactory, is now rented for custom office and residence of the deputy collector. There is a good coal warehouse with a capacity of 1,000 tons. There is no schoolhouse here, a deficiency which ought to be supplied at the earliest practicable day. The school has been put upon a basis of a Government school, as it should be, and there is no place for it to be held. The schoolroom of the Jessie Lee Home is inadequate, and no other place has been found, so far as my information goes, to answer the purpose.

Other Government buildings in the Territory consist of schoolhouses, two at Douglas and one at Howkan, Klawak, Kake, Chilkat, Killisnoo, and Afognak, and a relief station at Point Barrow. The schoolhouse at Unga is the property of citizens of that village.

There has also been expended on the public buildings in Alaska during the last year, in addition to that expended directly by the Treasury and Navy Departments, the sum of \$339.44 by the Department of Justice, in fitting and furnishing the marshal's office in Sitka and improvements upon the jail at Juneau, making a total of \$44,563.44.

While the Territory has every reason to feel that the General Government has been kindly disposed and ready to render us reasonable aid, as this expenditure of \$44,563.44 shows, our necessities and absolute dependence upon it for pecuniary assistance compel us to ask for still more. Jails are an absolute necessity at Douglas, Chilkat, Kodiak, Unga, Unalaska, St. Michaels, and important at several other places in the Territory. An important port of entry like Unalaska ought not to be longer without a custom-house. The commissioner and deputy marshal there ought not to do their office work on the street corner. On the subject of schoolhouses I shall have more to say when discussing the subject of education.

TERRITORIAL LIBRARY.

On my arrival in Alaska to assume the duties of my office in June 1889, I found scattered about in the several offices some fifty volumes of broken sets of reports and other books, mostly belonging to the United States. They were not properly cared for and there had been, apparently, no effort to keep them from loss and damage. Soon as practicable I secured the preparation of shelving, collected the scattered books, and took measures to obtain the usual courtesies of exchange with the States and other Territories, though I was obliged to admit in my application that the exchange would necessarily be a one-sided one, since we have no publications of our own. Nearly all the States generously responded, however, and we have now not far from eight hundred and fifty bound volumes and a large number of pamphlets; among them some few valuable series complete, but mostly incomplete. As we have no fund for purchase, we can secure only such books as are furnished free and on exchange, and broken sets can not be filled.

If a small sum could be appropriated to pay transportation and the

expense of caring for the library, its value to the Territory would be greatly enhanced. It is now kept in the executive office. The Alaska Historical Society, organized less than three years ago, has a small collection of books and manuscripts treating upon subjects connected with the history of the Territory, which is also kept in this office.

STOCK-RAISING AND AGRICULTURE.

The report upon stock raising and agriculture in Alaska must necessarily be meager and unsatisfactory. Only the beginnings of this business have been made anywhere, and the main body of the country has not even been prospected in this direction.

On Forty-mile Creek Mr. McQuestion raised a good crop of potatoes, excellent in size and quality. He has been experimenting for three years with some success previously, but last season the success was complete. The first crop was inferior in quality, the second better, and the third all that could be wished. A few turnips have been raised elsewhere in the Yukon Valley for years.

At Juneau, Sitka, Wrangel, and other places in southeastern Alaska excellent gardens attested the possibility of agricultural pursuits in a limited measure. At Sitka there are some fifteen or twenty milch cows, a few young cattle, horses, mules, burros, and hogs kept through the year. In Juneau there are more horses and about the same number of other kinds of stock, besides many fat cattle brought for butchering and kept until needed for slaughter. There are also some horses and cows at Wrangel and Chilkat. In all these places they thrive and grow fat and require feeding only about three months. The Alaska Commercial Company has about twenty-five head of cattle at Unalaska.

On Kuiu Island it is stated that there is a large amount of rich summer pasturage and meadow, most of which is tide lands, but there are no winter ranges. There is some very rich agricultural land on this island ready for the plow. The climate is mild and suitable for most of the hardy cereals, but as a rule too moist for good harvesting. All the berries peculiar to Alaska grow in great abundance. (See Appendix C.)

From Klawak it is reported that there is little land suitable for tillage in that part of Alaska, Prince of Wales Island, but for grazing purposes much might be available. (See Appendix D.)

The residents of Popoff and Unga islands do very little in the way of raising crops, though it is evident that with proper care garden vegetables might be successfully cultivated. There has been very little encouragement for men to undertake the hard labor of cultivating the soil when hunting sea otter, which is so much more according to their tastes, is so remunerative as it has been in the past. There is a vast amount of good pasturage on these islands and considerable good meadow land. Grass grows quickly and makes good hay when there is sufficient sunshine to cure it. If it were cured as ensilage the only difficulty in the way of successful stock-raising in the Shumagin Islands would be removed. The island of Sanak seems especially adapted to the business of a cattle range, and Woaznesensky is no less favorable. Stock need no more than three months' feeding on these islands, and at Belkofsky and on Sanak cattle remain out all winter and young cattle do well. (See Appendix A.)

There is considerable land about Kadiak on which potatoes and vegetables can be raised. Grain is sown and cut for hay to a small extent. Most of the natives have potato patches and vegetable gardens.

Stock-raising has not attained any prominence. About 400 head of cattle and a few sheep, horses, and hogs are found on Kadiak Island and the islands in the vicinity. Grass is nutritious and grows luxuriantly, and affords fine pasturage in summer. Hay is with difficulty cured by the drying process. The native cattle find their own feed in winter, but sometimes the winters are too severe for them and many die. See Appendix B.

Another industry which may be referred to under this head, in the Kadiak district, is the raising of domesticated foxes. About ten years ago Mr. F. F. Finney placed a stock of silver-gray foxes on Long Island, which is entirely uninhabited, with the end in view of domesticating them and breeding for the market. None have yet been killed or sold, but the prospect is good for eventual success. The Smeda Propagating Company soon after stocked several islands with foxes, principally blue, and the success of their experiment is already assured. During the last year they took ninety foxes, killing only males not needed for stocking purposes, the skins of which were of superior quality and large size.

Mr. Oliver Smith has also stocked two islands with foxes during the last year, with what results has not been reported. It is probably too soon to determine results.

All the islands thus used are of no value for other purposes, and any enterprise which has in it so much of promise, and will render useful otherwise valueless territory, should be encouraged. The breeding of foxes is yet in its infancy, and can not yield all the success in results at first which may be confidently looked for when the habits of these animals and their demands in the way of food and protection shall have been better learned by a study of them at short range. There are many of these islands which are uninhabited and considered barren and worthless which may yet, by being devoted to this use, become valuable both to the parties engaged in the business and to the Government, and perhaps perpetuate the now fast disappearing fur supply of the Territory. Encouragement by the Government in the beginning of the enterprise, which during its first few years must be only an expense, affording no revenue, might in after years prove to be a source of revenue not to be despised. Certain islands selected by the Government might be leased, at first for a nominal rental, and after a few years for an increased sum, the final rental being fixed when their value could be better known. If an act of Congress is necessary, the matter should take form at an early day, in order to protect the projectors of this most promising enterprise.

The proposition suggested by Dr. Jackson, general agent of education for Alaska, and approved by the Commissioner of Education that domesticated reindeer be introduced from Siberia into Alaska, is of a similar nature. The value of the suggestion can be better understood from a reading of the preliminary report of the general agent of education, 1890, than from anything which can be said in the limited space of this report. Some eighteen reindeers were purchased with funds furnished by contributions taken in the east, and let loose, a portion upon Unalaska Island and the remainder upon Amaknak, a small island in Unalaska Harbor. These were left there in the fall of 1891. At the last accounts those let loose on the larger island had disappeared and have not been seen for many months. Those upon the small island could not stray far, and have been seen frequently. They are in excellent condition, and have added to their number two young deer. More extensive operations were planned for the season of 1892, including the establishment of a colony and experiment station at Port Clarence, on

Bering Sea, south of Cape Prince of Wales. Dr. Jackson accompanied the R. M. S. *Bear* on a cruise to this region for the purpose of putting the scheme into operation, and employed Mr. Miner W. Bruce to take charge of it. At this writing the *Bear* has not returned and no report has been received.

In previous reports I have referred to the limited agriculture of Kenai peninsula, carried on by the natives, which continues without change or progress. These limited operations amount to nothing more than a proof of agricultural possibilities. There has been no observable progress within the year. When the local market demands it, stock-raising will become an important industry in Alaska, and root crops and vegetables will be grown to a considerable extent. Whether grain will be raised with any degree of success has not been determined by actual experiment. If so, it must be in the interior. The coast section, where most of the settlements are, has a climate too wet and cool for ripening and harvesting. Beyond the coast range is a region having different conditions. It is difficult of access, has no roads, and few breaks in the divide for the passage of rivers. Messrs. Schwatka, Glave, Wells, and other explorers report some fine sections of farming land east of the St. Elias range of mountains and in certain valleys of tributaries of the Yukon. In order to have this region available for actual settlers there must be constructed a wagon road to it, an undertaking too great and hazardous for private enterprise. A Government road across the divide to the waters of the upper Yukon would serve the double purpose of opening up the mines of that region and giving those desirous of experimenting upon the agricultural resources of that region an opportunity to do so.

The rosy-hued reports of Alaska as an agricultural Eldorado should be received with allowance. It seems wrong to tempt poor men to invest their all in traveling expenses to reach a land where only disappointment and hardship awaits them. A limited number might find a market for vegetables, potatoes, and dairy products in the country, but the expense of transporting to a foreign market would probably be too great for the success of enterprises in this direction. I consider it my duty, therefore, to urge conservatism in organizing colonization schemes for the settlement of Alaska. Swedes and Norwegians would, no doubt, find conditions and climate more favorable here than in the northern portions of their own country, and, in time, would establish comfortable homes. But wholesale immigration, dependent upon the resources of the soil, would find much of hardship to encounter.

COMMERCE.

It may not be possible to determine the exact amount of business transacted in Alaska within the year which comes under the head of commerce. A tolerably correct and satisfactory idea of it, however, may be obtained from a knowledge of the facts pertaining to transportation, the capacity of the vessels engaged in the carrying trade, the number of trading stations in the Territory, the amount of business transacted by most of them, the value of imports and exports, and other data of information indirectly connected with the business of exchanges. The words imports and exports will be used to represent goods brought into and carried out of the Territory, whether from the States or foreign countries.

The number of stores for the sale of general merchandise in southeastern Alaska is 47, with a few others dealing in specialties and curios, all of which purchase furs and skins and other articles for shipment.

Their trade is mostly with the natives and miners. The balance of the Territory is less thickly covered with trading stations and nearly all of them are under the control of a few large corporations. They are about 80 in number, extending along the coast and islands from Nuchek to Attu, and from Nushegak to Point Barrow, and along the great rivers Yukon, Kuskokwim, and Nushegak.

The carrying trade has been mostly in the hands of parties residing outside of the Territory. The report of the collector for June 30, 1892, shows vessels registered within the district as follows:

	Net tonnage.
Permanent register (2 sail vessels).....	81.30
Permanent register (1 steam vessel)	94.54
Permanent enrollment (12 sail vessels).....	608.04
Temporary enrollment (1 sail vessel).....	36.22
Temporary enrollment (2 steam vessels).....	65.18
Licenses, coasting trade (23 vessels).....	279.13
Temporary coasting trade (14 vessels).....	236.07
Total.....	1,500.48

The records of the same office show entrances and clearances, both foreign and coastwise, in most cases of vessels having registry elsewhere, nearly all of them American, as appears from the manifests, as follows, viz:

	Entrances.		Clearances.	
	Num-ber.	Net ton-nage.	Num-ber.	Net ton-nage.
Steam vessels.....	50	37,887	47	36,069.58
Sail vessels	51	15,832	39	9,204.38
Total	101	53,719	86	45,273.96

These figures do not represent all the cargoes brought to and carried out of the Territory. Not far from a dozen other vessels, some of them of large size, brought full cargoes, landing at points not ports of entry, on permits from the Department. In this way the records fail to give credit to the Alaskan office of a large amount of business transacted.

The imports consist of merchandise, machinery, powder, clothing, provisions, tools, furniture, and various other things. They are brought into the Territory on these vessels, on Government ships, by mail, in personal baggage, etc.

The exports are made up of fish, furs, whalebone, ivory, oils, gold and silver bullion and ores, curios, etc., and are largely transported to San Francisco and other places in the States, in the vessels referred to in the above statement.

A classified statement of imports and exports may disclose the status of the business for the last year more clearly than in any other way, and I give the exhibit, some items in part estimated, as follows, viz:

Imports.

Merchandise disposed of by 47 stores in southeast Alaska.....	\$726,000
Merchandise disposed of by Alaska Commercial Company's system.....	332,238
Merchandise disposed of by other corporations and firms west and north.....	281,000
Supplies for missions, etc	100,000
Machinery.....	250,000
By mail and irregular conveyance.....	75,000
Cannery supplies, etc., shipped direct.....	400,000
Total.....	2,164,238

Exports.

Furs, curios, etc., from 13 stations, southeast Alaska.....	\$351, 000
1,220,000 codfish (7,500 tons)	375, 000
789,294 cases of salmon.....	3, 157, 176
9,000 barrels of salted salmon	81, 000
186,250 pounds whalebone	1, 210, 625
1,000 pounds ivory	5, 000
12,228 barrels whale oil	103, 668
Product of the Killisnoo manufactory, oil and guano	114, 000
Gold bullion, Alaska Treadwell Gold Mining Company	707, 017
Gold and silver ore and bullion by other companies.....	400, 000
13,500 seal skins taken under the lease; 52, 087 seal skins taken by sealing fleet; 10,000 seal skins taken by natives and others	755, 587
Furs shipped by Alaska Commercial Company.....	348, 991
Furs shipped by other parties, western Alaska.....	90, 000
Other products not enumerated	60, 000
Total	7, 759, 064

Balance of exports above imports, \$5,594,886.

The Alaska Commercial Company, headquarters in San Francisco, does a much more extensive business than any other company in western, central, and northern Alaska. The general agent of this corporation in Alaska is Rudolph Newman, whose office is at Unalaska. He is assisted by the chiefs of the several divisions and their subordinates and helpers as follows:

Unalaska division, Nicholas Gray in charge, with local agents at Unalaska, Unga, Belkofsky, Woznesensky, Marshovoi, Sanak, Akutan, Burkha, Makushin, Chernofsky, Kashega, Umnak, Atka, and Attu.

Nushegak division, J. W. Clark, chief trader, with local assistants at Nushegak, Ugashuk, and Togiak, with some nine stations farther up the Nushegak and Ugashuk rivers.

Kuskoquim division, R. Sippery, principal subagent, with assistants at Lower Station, Kolmakofsky, Muntrelegamute, and Venaseli, all of whom have traveling native agents who go far into the interior for the purchase of furs. There is also a warehouse on the point at the mouth of the river where the agents congregate once a year, having come down the river in bidarras, and wait for the steamer to arrive with their supplies and to receive their shipments of furs, etc.

Yukon Division, Henry Newmann, manager, located at St. Michaels.

There are numerous stations along the Yukon River and its branches, all independent trading stations, but receiving their supplies and trade goods from the St. Michaels station, and selling their furs to the company.

Kadiak Division, Mr. M. L. Washburn, agent, at Kadiak.

Shipments to and from this station are made direct from and to San Francisco. Mr. Washburn has assistants at stations scattered along the mainland and islands from Chiknik Bay on the west to Prince William Sound on the east and the head of Cooks Inlet on the north, having stores in seventeen Indian villages, which are maintained through the year. At Kadiak the company has four warehouses, two dwellings, store, carpenter shop, barn, blacksmith shop, powder house, and wharf; and at all the stations, stores and dwelling houses for the agents. At Unalaska they have a very extensive plant, including offices, store, a number of warehouses, coal houses, wharves, a large number of dwelling houses, barns, etc. At each of the stations they have also all the stores, dwelling houses, warehouses, and other buildings required in the business. In fact, the business is most perfectly organized and has been very extensive, even more so than it is at pres-

ent. They have been very liberal in their dealings with their employés and the natives, and are still doing much for these people, though their profits have been considerably reduced from various causes.

The character of the fur business in western, central, and northern Alaska and the conservative estimate used in my statement of exports may be seen by a study of the following table of furs and their values, kindly furnished at my request by the Alaska Commercial Company, which shows the furs sent to the home office by the local agents of the company during the year 1891:

Description.	Unalaska.	Kadiak.	St. Michael.	Total.	Valuation.
Sea otters	900	525	-----	1,425	\$254,375.00
Silver foxes	48	291	33	372	13,020.00
Blue foxes	342	60	2	404	6,060.00
Cross foxes	261	435	152	848	3,816.00
Red foxes	3,779	1,072	698	5,549	9,710.75
White foxes	276	-----	717	993	993.00
Land otters	668	761	248	1,677	7,546.50
Beavers	655	768	1,250	2,673	10,692.00
Martens	2,032	1,005	11,201	14,238	21,357.00
Minks	3,823	1,489	6,842	12,124	6,062.00
Bears	209	623	313	1,145	11,450.00
Muskrats	5,564	3,594	2,038	11,196	1,119.60
Lynx	91	58	418	567	1,701.00
Wolves	-----	30	-----	30	120.00
Wolverines	-----	99	-----	99	198.00
Ermines	-----	1,115	-----	1,115	56.75
Elk and moose skins	-----	148	565	713	713.00
Aggregate value	-----	-----	-----	-----	348,990.60

The North American Commercial Company, whose home office is in San Francisco, became the lessees of the Pribilof, or Seal Islands, under the Government something more than two years ago. Of these islands I shall speak hereafter. The company is also establishing agencies and trading posts for the transaction of business elsewhere, and in the lines of a wider commercial character. Col. George R. Tingle is the superintendent of their business in Alaska, and he has established general headquarters at Dutch Harbor, where the company has built extensive improvements, including warehouses, wharves, offices, dwelling houses, elevators, and coal bins for the accommodation not only of their own business, which requires a large amount of stores and supplies, but also for the accommodation of Government vessels, whalers, the natives, and the public generally, furnishing coal, groceries, and general merchandise. The wharf is 400 feet long, with a frontage of 190 feet; has mooring dolphins, ringbolts, and other appliances for mooring ships; conveniences for taking fresh water from a lake 1,500 feet distant, through pipes with hose attachments, for watering ships; tramways to the coal bins, etc. The depth of the water outside of the "L" is 35 feet at low water. The harbor is large, well protected, with mud holding-ground. The buildings consist of three warehouses, store, office building and residence, and three buildings used by employés, finely located, with a view extending to the entrance of the harbor. Mr. C. L. Fowler is the local agent at Dutch Harbor. The receipts of coal the past season amounted to about 6,000 tons, a large portion of which was taken by Government vessels and whaling ships, of which there were no less than fourteen in the harbor while the writer was there about July 1. The entries of vessels in Unalaska Harbor, including Dutch Harbor, both of which are usually referred to as one and the same, during the

last year amounted, by actual count, to 142; and it is evident that this point is becoming more and more the point of departure and supply station for ships going into Bering Sea and the Arctic Ocean. At this station two steamers are employed by the company for their carrying business.

The next most important station of the North American Commercial Company, other than the Seal Islands, is on Wood Island, just opposite Kadiak, which has been selected as the distributing point for the Kadiak district. There they have a store, warehouses, and a dwelling house in which William C. Greenfield, the principal agent, resides. Here there is a stock of goods of the value of \$30,000. The business has received a great impetus since the last season. They have substations at Afognak and Seldovia, in Cooks Inlet. The value of furs purchased this season, between April and July, was eight-fold greater than the whole of last year's purchase. They employ one schooner for the local business.

The Lynde & Hough Company, of San Francisco, have a large mercantile establishment in connection with their fishery in Alaska, the principal station being at Sand Point, for the supply of their own employés, for vessels plying in northern waters, and for the accommodation of the people of this part of the Territory. The harbor is an unusually fine one, on the west side of Popoff Island. The company's plant here embraces a wharf 24 by 130 feet, two large warehouses, three dwellings, two store buildings, one of which, 24 by 77 feet, two stories high, has been completed within the year. It has also carpenter and blacksmith shops, and various boats and sloops used about the station. There are tramways and plank walks from the wharf to the buildings, a reservoir of fine fresh water connected with the buildings and the wharf. A sea wall and nicely graded grounds add greatly to the beauty and attractiveness of the place. The stock carried in the store varies from \$100,000 in the spring to \$25,000 in the fall and winter. There were 98 visiting vessels in this port during the past year. James L. O'Brien is manager and R. T. Lyng is storekeeper. There are eight auxiliary stations, viz, at Ikatuk, Red Cove, at Chicago Bay, two each on Sanak and Unga islands, and one on the mainland 25 miles east of Sand Point.

The McCollam Fishing and Trading Company, also a San Francisco corporation, has an Alaska business, with headquarters at Pirate Cove. John Remos is general agent. This company has outside stations and stores at Pavloff Harbor and Port Stanley, on Sanak Island, and on Nagai Island. This company has one steamer, two schooners, and many small boats employed in their business.

These corporations represented nearly all the business of Alaska, outside of that part known as southeastern Alaska, last year. A new enterprise is announced the present season. Capt. J. J. Healy, representing a company organized for that purpose, has taken a small stern-wheel steamer, 175 feet long, with a freight capacity of 250 tons, to St. Michael, and it was there launched, and is to ply on the Yukon in competition with Alaska Commercial Company's river steamer in supplying the trading stations of that valley, especially the stations which the new company propose to establish on Forty Mile Creek. It is not yet reported what success the enterprise has met.

In southeastern Alaska, with the exception of the Alaska Treadwell Gold Mining Company's store at Douglas, at which the sales of merchandise amounted to the sum of \$54,512.60, I am uncertain whether

the traders would like to have the details of their business stated, if I were able to give them; therefore I leave the matter here.

Of the exports, \$20,244, chiefly undressed furs, were shipped direct to foreign ports, and \$23,808, chiefly coal and woolens, were imported directly from foreign ports. The Swedish bark *Nana* arrived in Juneau on the 24th day of June, laden with coal from the city of Newcastle, New South Wales, Australia, making the passage in 105 days. She had 1,070 tons of coal, which was sold to the Alaska Treadwell Gold Mining Company, at Douglas.

THE SEAL ISLANDS.

The international complications regarding the taking of seals in the ocean and Bering Sea, outside of the 3-mile limit, has added to the embarrassment of the lessee company in their business upon these islands, which had already become seriously impaired by the wanton destruction of seal life by pelagic sealing. Only 7,500 seals were authorized by the Government to be killed on the island in 1891, but some 6,000 had been slaughtered before the order was given, so that in all, 13,500 were actually killed. It was deemed necessary to allow this number for the purpose of securing the carcasses for food for the natives living upon the islands, who otherwise, it was feared, would suffer. The season last winter proved unusually severe. The snow was deeper than usual, opportunities for hunting sea lions, hair seals, and feathered game were diminished, and necessarily there were "hard times" there. Still the people remained healthy in a remarkable degree. The statistics of the two islands of St. Paul and St. George show that in 1891 there were on these islands 15 births, 13 deaths, and 5 marriages, in a population of 311; in 1890 there were 21 births and 28 deaths. The cash income of these peoples was much less in 1891 than previously, and they were obliged to make more of the natural resources of the country, one of which was the utilization of birds and their eggs for food. Walrus Island is a low, rugged rock, a mile and a half long and a quarter of a mile wide, about 12 miles north of St. Paul Island. The sea breaks over it in seasons of high tide. The whole rock is covered with the eyries of birds, a sea duck which by the million make the island their home, and in the early spring the people clear large spaces of all the old eggs and after ten days gather all the eggs deposited on the cleared spaces. The eggs are about the size of the turkey egg. In the fall these birds are themselves used for food.

Six miles west of St. Paul is Otter Island, which is 1 mile long and half a mile wide. Formerly the seals hauled out here, but not now. On one end of the island is an old crater and on the other a high, pointed hill. Sea parrots and gulls have their eyries in the bluffs. Hair seals in large numbers haul out on the south side and are hunted there.

The North American Commercial Company's business on the islands is much curtailed by the lack of money among the people. On St. Paul their local agent is J. C. Redpath, and on St. George Capt. Daniel Webster. The Government was represented by J. Stanley Brown, agent, and Milton Barnes and S. R. Nettleton, local agents. Capt. Lavender relieved Mr. Nettleton in the spring of 1892, resuming the duties he had performed previous to 1891. Col. Tingle, the company's general agent, spends a portion of his time on the islands.

In accordance with the international agreement only 7,500 seals have been killed upon the islands during the present season, and the dimin-

ished number of seals upon the rookeries, which is very apparent, shows the terrible waste to seal life in the destructive methods employed in pelagic sealing. If the rookeries are to be rehabilitated and the seal industry preserved heroic remedies must be applied, and that at an early date. In 1890 I estimated from partial statistics that no less than 50,000 seals were taken in the sea. In 1891 more than that number are known to have been taken. The seal herd follow the configuration of the coast, appearing off the California coast in February. In March they stretch along from Puget Sound to Dixon Entrance. In April they are found off the coast from Dixon Entrance to Prince William Sound. In May they go up Cook Inlet and along the coast west through Shelikoff Strait. In June they make their way among the Semides, Shumagin, and Sanak islands to Unimak and Akutan passes. Thence into Bering Sea and to the rookeries, where they remain until October and November, and some of them into the winter months, when they return south again by routes not yet fully determined. It has been settled beyond controversy that they have no rookeries except upon the Seal Islands and the Russian islands known as the Commander Islands, northwest of Attu.

I append hereto a detailed statement of the vessels known as the sealing fleet, with their catch in 1891. A few other small vessels are known to have been engaged in pelagic sealing, as, for instance several Alaskan schooners; and many whalers and even Government vessels have taken some seals. The natives along the coast engage quite extensively in the business during the time the herd is passing, using their canoes and sometimes small sloops.

It is claimed, with much apparent reason, that the prevention of pelagic sealing in Bering Sea now, without restriction of the business in the open sea, would not rehabilitate the rookeries and preserve the seal industry. Undoubtedly every seal taken in the ocean represents many more destroyed. I believe it is not an overestimate that the 62,087 seals taken in the ocean in 1891 indicates the destruction of 300,000 more, three-fourths of which were females. To stop this waste Sir George Baden-Powell, the British commissioner, suggested an international agreement between the nations most interested, with a view to the proper preservation of the fur seal, and in an earlier publication approved of Mr. Staveland's article, which advocated a "closed time." These prominent Englishmen may or may not represent the views of the English people; but I am sure I voice the opinion of many Americans when I say those seals having their home upon American soil, and being substantially identified by their known habits, and there being no fur seals north of the equator which have rookeries elsewhere than upon our islands and upon those belonging to Russia, with whom we have no dispute, these seals are our property as against all the rest of the world, whether in Bering Sea or the Pacific Ocean, and we have the right to defend them as such. A "closed time," if comprehensive enough, say from April until September, would probably save the business and benefit England almost as much as the United States.

But one American vessel that was seized in 1891 under the *modus vivendi* has been condemned and sold, but two other cases are pending. The schooner *Ethel* with its cargo, tools, and all its appliances was declared forfeited by the court and sold by the United States marshal for the gross sum of \$3,633.25. One hundred and seventy seal skins brought \$11.10 each. What has become of the British vessels seized and taken to Victoria has not transpired. There has been a greater activity on the

part of the American patrolling vessels the present season and less tenderness in dealing with offenders. Four British vessels had been seized, at last advices, two of which were sent to Victoria to be dealt with under English laws, and the other two are retained here for trial by our courts on a charge of violating our revenue laws. Seven American vessels were also seized one of which, the whaling bark, *Jane Grey*, was released unconditionally; another, the whaling bark *Lydia*, was fined \$140 for having sealskins on board in Bering Sea and the skins retained as contraband goods; a third, the schooner *Challenge*, was declared forfeited by the court and sold with its cargo, the amount realized not being yet reported. The other cases are pending.

Catch of Victoria sealing fleet, 1891.

	Spring catch.	Fall catch.	Total.
Sapphire	1,006	2,435	3,443
E. S. Marvin	758	-----	758
Triumph	838	182	1,020
Charlotte G. Cox	517	1,515	2,032
Viva	1,261	713	1,974
Pathfinder (Pioneer)	874	1,484	2,358
Mary Taylor	874	265	762
City of San Diego	512	653	1,165
Favorite	374	2,030	2,404
Kate	60	1,100	1,160
Mary Ellen	609	22	631
Minnie	520	65	585
Oscar and Hattie	409	1,061	1,470
Penelope	410	-----	710
Venture	90	660	750
W. P. Sayward	739	301	1,540
Maggie Mac	785	3	788
A. C. Moore	442	1,581	2,023
Carmelita	751	1,630	2,390
Ocean Belle	759	1,170	1,929
Beatrice	300	208	508
Rosie Olsen	200	227	427
Walter Rich	519	-----	519
C. H. Tupper	235	384	619
Aurora	340	45	385
Theresa	307	-----	307
Belle May	701	501	1,202
Thistle	294	80	374
Sea Lion	934	81	1,015
Wanderer	200	330	530
Winifred	-----	104	104
Umbrina	405	507	912
Genevia	224	267	491
Maud S	394	-----	394
Annie H. Paine	151	154	305
Borealis	473	-----	473
Anokia	406	-----	406
W. A. Earle	1,046	1,040	2,086
Labrador	374	220	594
Beatrice, Vancouver, B. C	136	208	344
Oroko	406	25	431
Total	20,449	23,053	43,502

Catch of American sealing fleet, 1891.

	Spring catch.	Fall catch.	Total.
Emma and Louise, San Francisco		1,080	1,080
Ethel, San Diego	125	56	181
E. B. Webster, San Francisco	600		600
Henry Dennis, Seattle	750	428	1,178
J. H. Lewis, San Francisco	470		470
Allie I. Algar, Seattle	450		450
C. G. White, San Francisco		1,686	1,686
Kate and Amy, Yaquina Bay		630	630
San Diego, San Francisco		465	465
Helen Blum, San Francisco		46	46
Lillie L., San Francisco		540	540
Undaunted, Kadiak	395		395
C. H. White, Port Townsend		202	202
Jessie G. Swan, Neah Bay	54		54
Rosie Sparks, San Francisco	148		148
Lottie, Neah Bay		460	460
Total	2,992	5,593	8,595
Victoria sealing fleet, 1889	20,449	23,053	43,502
Grand total	23,441	28,648	52,087

FISH AND FISHERIES.

Fish, furs, and minerals are by far the most important of the productions of Alaska at the present time, and they are likely to remain such for a long time to come. Of these, the products of the sea hold the highest place, because the native population of the Territory, which constitute fully five-sixths of the whole, very largely depend upon them for subsistence and to a less extent for clothing and other conveniences of life; besides, the fish products afford the largest items in our commercial record, and the business of securing them gives employment to more men than all other industries put together.

The organized fishery industries of the Territory in 1891 consisted of salmon canneries, salteries, codfish enterprises, whale fisheries, and an oil and guano manufactory. Thirty-six cannery establishments were in operation during the season, giving employment to 1,900 white laborers, 2,500 Chinamen, mostly skilled workmen, and more than 1,500 natives who acted as fishermen and common laborers. The business required the use of about 100 steam vessels, including tugs and tenders, and about 600 fishing boats. The salmon begin to run in June, though the work of preparation must begin earlier, and it is usual to have the canning establishments in full blast as early as the 1st of May. The habits of these fish are studied, and the experienced fishermen can tell when to expect the first run, the second run and the third run, and he is not often disappointed in his dates. Mostly the red salmon are put up because the other varieties, though no less finely flavored, are not popular in the market. The season closes in October, and most of the superintendents, managers, and white and Chinese workmen return to the States for the winter, leaving only a storekeeper and a few trusted watchmen to keep guard over the works until the business is resumed in the spring. The salmon canneries of Alaska represent a capital of about \$4,250,000. In addition to the force referred to above as laborers, account must be taken of fish purchased of the natives by a few establishments, who allow from 5 to 10 cents for each salmon above a certain weight. The number of fish obtained in this way varies from year to year.

The following statistical history of the salmon-packing industry,

from its inception to the present time, compiled for the San Francisco Commercial News, affords an opportunity to compare the Alaskan product with those from other important fields, as well as with the totals of production.

Year.	Columbia River.	Sacramento River.	Outside rivers.	British Columbia.	Alaska.	Total.
1866.....	4,000					4,000
1867.....	18,000					18,000
1868.....	28,000					28,000
1869.....	100,000					100,000
1870.....	150,000					150,000
1871.....	200,000					200,000
1872.....	250,000					250,000
1873.....	250,000					250,000
1874.....	350,000	2,500				352,500
1875.....	375,090	3,000				378,090
1876.....	450,000	8,300	25,600	9,847		493,747
1877.....	460,000	21,500	24,800	67,387		573,687
1878.....	460,480	36,500	30,000	113,601		640,101
1879.....	480,000	31,000	30,000	57,394		598,394
1880.....	530,000	51,000	37,200	61,300		679,500
1881.....	551,000	181,200	48,500	175,675		956,375
1882.....	541,360	200,300	49,000	255,061		1,045,661
1883.....	629,400	160,000	38,000	243,000	36,000	1,106,400
1884.....	656,179	81,450	41,350	138,945	54,000	971,924
1885.....	524,530	48,509	51,750	106,865	74,850	806,495
1886.....	454,943	39,300	131,100	163,004	120,700	909,047
1887.....	373,800	36,500	195,400	201,990	190,200	997,890
1888.....	367,750	58,000	154,000	135,600	427,372	1,142,722
1889.....	325,500	66,666	199,068	414,400	709,347	1,714,981
1890.....	433,500	35,006	67,117	409,464	688,332	1,633,419
1891.....	390,183	4,142	78,305	314,813	789,294	1,576,737

There are also seven salteries, the products of which in 1891 amounted to something more than 9,000 barrels; besides, the cannery establishments, the cod fisheries, and the oil manufactory also put up a small amount in this way which has not been counted in my statement. A few hundred half barrels of bellies, which are considered a great delicacy by epicures, have brought a larger price in market than I have estimated for the table of exports.

COD FISHERIES.

The cod-fishing enterprises of the Pacific coast may be ranked as Alaskan industries, because all the fish are taken in the Territory and all the work of salting and preparation is done here, except the final drying and packing, which is done after the fish are transferred to the drying houses in California. The companies engaged in this business are the Lynde & Hough Company, the McCollam Fishing and Trading Company, the Western Fishing and Trading Company, and a Mr. Mathewson; and the vessels employed in the business and their several catches, or rather the fish they transported to the States, may be given as follows:

<i>John Hancock</i> , Lynde & Hough Company.....	155,000
<i>Francis Alice</i> , Western Fishing and Trading Company	70,000
<i>Czar</i> , McCollam & Company.....	437,000
<i>Dashing Wave</i> , Lynde & Hough Company, wrecked.....	
<i>Arago</i> , Lynde & Hough Company.....	137,000
<i>John A. Falkenburg</i> , Lynde & Hough Company.....	160,000
<i>Fremont</i> , Lynde & Hough Company	171,000
<i>Blakely</i>	90,000
<i>Alice C. Colby</i>	18,000
Total	1,238,000

The principal station of the Lynde & Hough Company is at Sand Point, and has been sufficiently described. All of the business of cod-fishing which gathers around the eight auxiliary stations is operated from the Sand Point station, and is looked after by the superintendent, Mr. O'Brien. In the year which this report is designed to cover the codfish catch of this company amounted to 623,000 in number, and they also put up 1,000 barrels of salted salmon. The McCollam Company had its principal station at Pirate Cove, on the north side of Popoff Island, with three auxiliary stations. The *Francis Alice* and *Alice L. Colby* had no Alaska stations, but operated from the vessels wherever they found their fishing grounds.

The cod-fishing industry in Alaska is limited by the market. During the last year a carload of the Alaska cod was sent across the continent to the Atlantic coast, but it can scarcely be expected that the eastern markets will receive their supply from the Pacific coast when ordinary conditions exist. The Pacific coast region and the mountain region of the United States are fast filling up, however, with a population which must become consumers of our products at an early day.

Another hindrance to the development of the cod-fishing business has been the fact that it has been in the control of parties who had a good business with their regular customers without seeking a wider market. That it will receive an immense impetus at an early day is a foregone conclusion. The total catch of cod in Alaska during the last twenty-seven years has only been 26,943,300, of the value of \$8,981,100; perhaps about \$332,633 per year. Last year the value was not far from \$375,000.

At the same time the capabilities of the field are enormous. The product is excellent, the banks are immense, and the conditions for prosecuting the business are all that could be wished, excepting, perhaps, the humidity of the atmosphere, a difficulty which has been and therefore may be overcome.

A hasty survey of the grounds by the *Albatross* has given an idea of the extent of the banks, but, as Capt. Tanner remarked, there is much yet to be done to properly define their limits and determine their character. Portlock Bank, extending northeasterly from Kadiak, has an immense area; Shumagin Bank, south of the Shumagin group of islands, has an area of about 4,400 square miles; Albatross Bank, off the southeastern side of Kadiak, has an area of 2,900 square miles; Slime Bank, north of Unimak Island, in Bering Sea, covers an area of 1,445 square miles, embracing depths from 20 to 50 fathoms; Baird Bank stretches along the north coast of Alaska Peninsula 230 miles, with an average width of 40 miles, covering an area of 9,200 square miles. The depths range from 15 to 50 fathoms, with a bottom of fine gray sand. "Well-equipped fishing vessels," says Capt. Z. L. Tanner, of the *Albatross*, which surveyed those banks in 1890, "can anchor anywhere on Baird Bank and lie out such winds as she would be likely to encounter during summer months." Codfish are found elsewhere all along the coast, but not in such numbers as to warrant extensive operations.

THE WHALING FLEET.

There were forty-eight vessels considered as belonging to the whaling fleet in 1891, twenty-nine of which were owned by San Francisco parties and nineteen by firms having headquarters in New Bedford, though all rendezvoused at San Francisco and are for the most part fitted out there.

The catch has been less than formerly for four years past, but sufficient to induce the full number of vessels to engage in the business. Besides, the price of whalebone makes up for the diminution in the quantity taken. The products of the catch of 1891 were 12,228 barrels of oil, 186,250 pounds of bone, and 1,000 pounds of ivory, of the total value of \$1,218,293. Below is a comparative statement of the amount of oil, bone, and ivory taken during the last eighteen years, viz:

Years.	Oil.	Bone.	Ivory.
	<i>Barrels.</i>	<i>Pounds.</i>	<i>Pounds.</i>
1891	12,228	186,250	1,000
1890	14,890	231,232	4,150
1889	12,834	231,981	1,506
1888	15,774	303,587	1,550
1887	31,714	564,802	875
1886	37,260	304,530	2,850
1885	24,844	451,038	6,564
1884	20,373	295,700	5,421
1883	12,300	160,200	23,100
1882	21,100	316,600	17,800
1881	21,800	354,500	15,400
1880	23,200	339,000	15,300
1879	17,400	127,000	32,900
1878	9,000	73,300	30,000
1877	13,900	139,600	74,000
1876	2,800	8,800	7,000
1875	16,300	157,000	25,400
1874	10,000	86,000	7,000
Total, 18 years.....	318,917	4,931,950	272,410

HERRING FISHING.

The business of the Alaska Oil and Guano Company, at Killisnoo, Carl Spuhn, president and manager, gives employment to 45 white men, 50 Indians, and a few Chinamen. Their principal business is fishing and the manufacture of oil and fish fertilizer, though they also have a trading post. Their capital stock is \$75,000. They have a fishing fleet of 3 steamers, 4 scows, and 2 small boats. The product of their factory in 1891 was larger than in 1890, being 300,000 gallons of oil instead of 157,000 reported the previous year. They also put up 700 barrels of salt salmon and manufactured 800 tons of guano. The value of the product was not less than \$114,000. The oil is worth about 30 cents per gallon and the guano about \$30 per ton.

The fish used for the manufacture of oil is the herring, which is very abundant, very rich in oil, and finely flavored. It is much used as a food fish and also as bait in taking halibut and other large fish. It is caught by the natives for their own use with a stick toward the end of which are inserted several sharpened spikes. They dip the stick in the water, catch one or more herring, and with one motion land the fish in the canoe, and thrust the stick in the water again. In this way they take immense quantities in a short time. These fish appear in the still waters of bays and inlets by the million, at different places and at different seasons of the year, from August to February. The natives only use the herring in the season of their presence. None are preserved. They make considerable use of the herring eggs, however, which are deposited among grass and on bushes hanging in the water. Salmon spawn is used in a similar way. Sometimes bushes are placed in the water for their use, afterwards removed, the eggs sun-dried and put away in wooden boxes, made water-tight, for future use. It has not been an uncommon thing for each family to store away half a barrel of these

eggs for their winter supply. The product is eaten with oil and is not unlike the Russian caviar. Probably less of it is put up than formerly.

OTHER FISHES.

Dr. Bean says "the Territory of Alaska has seventy-five species of food fishes, seven-eighths of which are strictly adapted to the use of man, and more than one-half of this number are widely distributed and exist in great abundance," a statement which is substantiated by the observation of nonscientific men also. Among those much used by the natives and others for food, though not much used for commerce and export, as are those heretofore referred to, may be named halibut, rock cod, flounders, pike, black bass, yellow-fish or Atka mackerel, smelt, capelin, eulachon, whitefishes, suckers, lamprey, trout, sculpins, greenfish, losh, graylings, octopus, and porpoise. Abalones are abundant about Sitka, and are eaten by the natives raw. Delicious clams are extremely plentiful, and form an important part of Indian diet, and are much used by the white residents. During the salmon run they are preferred to any other fish, and they are dried in large quantities for winter use. But the halibut can be taken through the year, and are abundant all through southern, central, and western Alaska, and appear to some extent toward the frozen regions of the North. They vary in size from 15 to 250 pounds each. Those weighing from 50 to 75 pounds are preferred. It is not an uncommon thing for two or three Sitka Indians to visit Silver Bay or the vicinity of Mount Edgecombe in their canoes and return the following day with nearly a ton of these fine fish. They then cut them into strips and place the pieces upon drying frames and wait for the curing process to be complete in entire equanimity. More frequently they have cabins near the place of taking the fish, where they remain for weeks in the summer, varying their fishing with hunting excursions, during which bear, deer, land otter, and other game are taken. At Klawak, Shakan, and other places toward the southern extremity of the Territory squid bait is preferred, and the halibut are taken in water from 10 to 20 fathoms deep. The amount of dried fish used by the natives is enormous. For this purpose they use halibut and salmon indifferently. Some halibut have been canned for export, but not with entire satisfaction, and at the present time I know of none being treated in this way. The smoked product is more satisfactory. There is no doubt halibut fishing will become an important industry when the coast and mountain regions of the country are sufficiently filled with population to afford a market for the fresh fish. The expense of exporting to Eastern trade centers is at present too great for an extensive business.

The whitefish, losh, and graylings are abundant in the Yukon region, and afford food for the natives along the river during a much greater portion of the year than the salmon, which are running only about two months, though the latter are mostly used for drying. Black bass are very abundant in southeastern Alaska, while the eulachon, capelin, and smelt appear at certain seasons near glacial streams in such numbers as to compensate for their small size. They are rich in oils and very finely flavored. The yellow-fish or Atka mackerel promises to become a prominent article of commerce at an early day, though no organized industry for taking them has yet come into existence. They are preferred to the Eastern mackerel by many with whom this fish has long been a favorite.

The walrus, beluga, sea lion, hair seal, porpoise, and octopus, as well as the fur seal, are much used for food by the natives, and the mud shark, which is quite common, porpoises, and the dogfish afford oil in great abundance, which the Indians sometimes use instead of herring, eulachon, and seal oil, which are preferred by them for food purposes.

An important fish of the Norton Sound region is the tomcod. It is quite abundant in the fall of the year when the ice begins to form in the rivers and along the shores. At first it is caught from boats, and later holes are cut in the new ice. The natives sit by the hole all day and take them out as fast as the line can be thrown into the water. They use no bait, but the white ivory hook is taken at once. These fish are prepared by removing the intestines and then dried in bundles hung upon lines. These fish weigh about half a pound each.

MINING AND MINERALS.

Eight mining districts have organized and made regulations under the authority given by section 2324, Revised Statutes, and others have taken some of the steps toward organization, viz: The Sitka mining district, which includes Silver Bay and the region about Sitka; the Harris mining district, including the mines in the vicinity of Juneau; the Cleveland mining district, in the Kenai peninsula and about Cooks Inlet; the Portage Bay mining district, including a section of the Alaska peninsula about Portage Bay, Pavloff Harbor, Herendeen Bay, and Port Muller; the Nyack mining and recording district, including Kadiak Island; the Unga mining district, including the island of Unga; the Unalaska mining district, including the mining claims about Unalaska; the Fish River mining district, on Norton Sound. There are also the Berners Bay, the Shuck, the Fuhter Bay, and perhaps others, which are supposed to be distinct districts, but I have been unable to learn definitely about their organization. They record their claims in the Juneau land-recording district.

Quartz lodes of great promise have lately been discovered on Forty-Mile Creek, and this may have led to the location of claims and the organization of a mining and recording district there, but specific advices have not been received.

There has been no abatement of placer mining. In fact, more gold was taken out in 1891 than during any previous year. On Gold Creek much of this work has been done, and the hydraulic work of the Nowell Gold Mining Company at Silver Bow Basin has been extensive. I shall refer to this business hereafter. There has been placer mining at Lituya Bay, and some \$7,000 taken out by Messrs. Wheelock and Orton and others; at Yakutat, the sand from the beach yielding a fair profit to labor expended; at Sundum, Shuck, and other places in southeastern Alaska; at several places in Cooks Inlet; at Forty-Mile Creek, which is a branch of the Yukon, some 1,800 miles from its mouth. About 275 miners were in there during the last year, and it is known that they had the best season ever experienced in that region. Some fifty of them came out last fall and reported a rich yield. It was claimed that they cleaned up about \$2,000 each. If one-half of that amount is allowed as the average secured, the total aggregates \$275,000. The number of men returning into the interior this season was greater than those coming out in the fall. Letters received by Mr. William C. Greenfield, who was through there last year (now at Wood Island), dated July 5, 1892, state that two new gulches struck last fall, and one dis-

covered this spring, afford the richest diggings yet found in that rich gold region. The placers here yield from 5 cents to \$1 per pan. Rich ore has also been discovered here, and facilities for reaching the place with machinery and supplies, it is thought, would attract capital to work the lodes. The new steamer put upon the Yukon the present season will furnish additional facilities for reaching these mines.

A large proportion of the lode claims have received no attention further than was necessary to keep alive the claims by the regular assessment work, which is \$10 for each 100 feet front. There are 16 mills for crushing ore in the Territory, with 550 stamps, some of which have not been in operation, however. The following is the list, to wit:

	Stamps.
The Alaska Treadwell Gold Mining Company, on Douglas Island	240
The Bears Nest, on Douglas Island	80
The Alaska Union Mining Company, Douglas Island	120
The Mexican, on Douglas Island	10
The Equitable Mining Company, Juneau	10
The Taku Consolidated	10
The Webster mill	5
The Archie Campbell mill	10
The Fuhter Bay mill	10
The Berner Bay	5
The Stewart mill, Sitka	10
The Lake Mountain Mining Company, Sitka	5
The Fish River mill	10
The Apollo Consolidated Mining Company, Unga	10
The Shumagin Mining Company, Unga	5
The Sheep Creek mill	10
Total	550

A 20-stamp mill is now in process of construction by the Nowell Gold Mining Company, in Silver Bow Basin, which will be completed before winter.

The Alaska Treadwell Gold Mining Company has its offices in San Francisco, but its mines and works are at Douglas Island. The local management of the company's business in Alaska is as follows: Superintendent, Robert Duncan; storekeeper, J. P. Corbus; foreman of the mill, W. T. Turner; foreman of the mine, Robert Curnow; foreman of the chlorination works, H. Stansfield; assayer, E. J. M. Ott. During the whole year the works were kept in operation night and day, and a large number of workmen were given employment at good wages. The amount of ore crushed was 239,633 tons, yielding \$707,017.37 in gold, an average yield of \$2.95 per ton. The cost of reduction averaged only \$1.50 per ton, leaving a net profit of \$1.45 per ton of ore crushed. The average quality of the ore is less than that of any former year, owing to the necessity of working upon poor ore remaining above the No. 1 level. The mass of ore above this level is to a considerable extent worked out. No. 2 level has been cut during the last year 110 feet vertically below the adit or No. 1 level, and has now been opened up for operation. There is a five years' supply of ore for 240 stamps between the two levels, with every evidence of plenty more below level No. 2.

The capital stock of the company is \$5,000,000, on which dividends were paid during the year amounting to the sum of \$450,000. The total operating cost of mining, milling, chlorination, general expenses, freights, insurance, and new machinery for the year was \$359,280.33, and the profits for the year amounted to the sum of \$361,980.16.

The following is a comparative statement of the bullion shipments from the beginning of work in 1882:

Dates.	Ore.	Free gold.	Sulphurets.	Total.
	<i>Tons.</i>			
1882-'84.....		\$10,902.86	.....	\$10,902.86
1885.....	34,495	232,176.33	\$10,143.00	242,319.33
1886.....	90,826	283,750.24	82,429.97	366,180.21
1887.....	108,306	343,421.80	133,512.72	476,934.52
1888.....	121,173	348,264.20	81,625.21	429,889.41
1889.....	214,544	540,665.03	111,825.75	652,490.78
January to May, 1890.....	47,768	101,279.70	59,402.16	160,681.86
June to May, 1890-'91.....	220,686	531,185.77	238,580.03	769,765.80
June to May, 1891-'92.....	239,633	508,894.81	198,722.56	707,017.37
Total	1,077,431	2,900,540.74	916,241.40	3,816,182.14

The Nowell Gold Mining Company, Thomas S. Nowell, president, has its home office in Boston. The Alaska office is in Juneau and Frederick D. Nowell is agent. Their mines are at Silver Bow Basin, only about 5 miles from Juneau, and are both lode and placer. The quartz-lode business is in its initial stages. The company is now erecting a 20-stamp mill, which will be in operation in a few months. The placer business which should, perhaps, be called hydraulic mining, is in full operation. There are two mines, both in the basin, and the work is carried on night and day. These mines embrace quite a number of the original claims which the present owners purchased. A tunnel was excavated under the mountain which obstructs the entrance to the basin; water was brought from the high hills near in huge pipes, and "giants" as the great hydraulicizers are called, were attached, which throw water with such force that it carries away the whole detachable surface, including sometimes quite large rocks, and washes the dirt, in a condition of a thin mud, through the long tunnel, in a flume on the bottom of which is strewn quicksilver to retain the fine gold, which settles to the bottom as the stream constantly flows on, until at certain periods the streams are stopped to allow a clean-up. The tunnels were completed in the spring of 1891, and since then the work of washing has been in operation. The company gives employment to 20 white men and 22 Indians. The former receive \$2.50 per day and their board. Indian laborers receive \$2.50 and board themselves. The hydraulic properties now being operated by the company were formerly owned by the Silver Bow Basin Company, and the quartz-lode claims by the Nowell Gold Mining Company, but the stockholders were identical and the management of the two companies has been consolidated under the style of the Nowell Gold Mining Company; capital, \$2,000,000.

It is apparent that the surface gold in this rich basin was originally in the rocks and that disintegration took place by the action of the atmosphere and heat and cold, and perhaps glacial friction, and the precious minerals were freed from their matrices. When this surface is removed by the hydraulic process, why not expect the best results in quartz mining? Several enterprises have started on this theory and have the best prospects of success.

The Apollo Consolidated Mining Company, with a home office in San Francisco, Capt. Gustave Niebaum, president, has a very promising mine in successful operation upon the island of Unga. T. C. Mayon is the manager, F. R. Browne foreman of the mine, and Thomas Howie foreman of the mill. The company has now in its employ 25 men, including carpenters, millmen, miners, and laborers. These laborers are

mostly white men. The facilities for performing the work of the business have been considerably increased during the year. There have been added 5 stamps, 1 concentrator, 1 air-compressor, reservoir for water, with 26-inch iron pipe 1 mile in length from it to the mills, additional facilities for rock-cutting, and improvements in tramways. The ore is now carried from the upper level of the mine on a gravity tramway 1,685 feet to within 700 feet of the mill, from which point the cars are pushed by hand power. The mill has now 10 stamps, 2 concentrators, 2 grinding pans, 4 amalgamating pans, and 2 settlers, and reduces about 30 tons of rock per day. During the year the tunnel on the upper or 200-foot level extended from 900 feet, as reported last year, 80 feet of main and 265 feet of crosscuts and upraises. Besides, there were excavations of ore, one main stope 90 by 30 by 18, and another stope 75 by 20 by 4. A second tunnel, 325 feet vertically lower than the 200-foot level, has been cut 7 by 7, with two tracks, through hard rock, 974 feet of main, 69 feet of crosscut, and 90 feet of air shaft. This tunnel is expected to reach the ore of the principal deposit in 900 feet more, and the crosscut will reach it earlier. When this tunnel is completed they will be ready to supply ore for 100 stamps, which can easily be accommodated in the mill with a little addition, and there is water power sufficient to run them. They have also a 70 horse-power engine ready for use if needed. The general quality of the ore is fully maintained, and the quantity to justify a large mill is assured. Assays of the ore vary from \$2.50 to \$25. Milling tests prove that the quality is such that it can be worked profitably. The expense of mining and milling with the 10-stamp mill is at present about \$4, which will be much reduced with a larger mill and improved facilities. When the lower tunnel is completed and less hard-rock work is required and experience has taught its lessons of economical working, it may be they will approximate the cheap processes of the Alaska Treadwell Gold Mining Company. This mine, like the other, is near tidewater, has the same advantages of moderate climatic conditions, and has ore which is easily mined.

The product is shipped to San Francisco in concentrations, and from thence, last year were shipped to Freiburg, Germany, for reduction. The concentrations contain both gold and silver, but largely gold. The company is very much encouraged about their enterprise, as they may well be.

The same geological and mineralogical formation extends across the island, some 8 or 9 miles. The width of the formation at the working point is about 1,000 feet, with syenite on the west and porphyry and porphyritic conglomerate on the east.

The Shumagin Mining Company at Squaw Harbor, on the same island, where there are 18 mining claims, has been doing no development work during the year, and their mill, 5 stamps, has been idle. The deposit has three parallel veins; the first, 57 feet, is low-grade ore; the second, 9 feet, would pay if worked economically; the third, 3½ feet, still richer. Shafts, tunnels, and drifts have been cut, in all about 325 feet. Some 300 tons of ore have been milled, realizing about \$3.50 per ton. The harbor is fine, there is plenty of water for power, and the property is well situated for cheap working.

No development work has been done on any of the other mining claims in the Unga district.

In the Unalaska mining district, no work has ever been done except that of prospecting. For this purpose a tunnel of 600 feet was excavated, but previously to the last year.

No report has been received of work done in the Fish River mining district, though parties have been there investigating. Considerable preliminary work has been done there formerly.

More activity has been displayed in the Portage Bay district. Eight quartz-lode claims have been filed in the local recorder's office. Only about 100 feet of tunneling has been cut, by way of prospecting and doing assessment work, on these claims. The ores found disclose the presence of both gold and silver. In this district is also situated the Herendeen Bay coal mine, the principal owners of which are members of the Alaska Commercial Company, of San Francisco.

A survey and careful inspection of the mine and the country about it has been made the present season by an expert, Mr. A. Barion, of San Francisco. He reports the deposit to be a first-class bituminous coal, resembling the English Cherry coal, of a quality superior to most of the coals found on the Pacific Coast—that at Conception, Chile, alone comparing with it. I am indebted to him also for my general information regarding the property and country.

About \$50,000 has been already expended in the development of the business, a considerable portion of which necessarily belongs in the prospecting account. Buildings have been erected, including three blacksmith shops, a large boarding house, a storehouse, and a cabin, and a tramway extends from the beach to tunnel No. 2. The company has two lighters kept here, and the transportation steamers employed in their other business stop here on occasions. Four tunnels have been cut. The lower, or No. 1 tunnel, is 7,000 feet from the beach, at an elevation of 307 feet, and penetrates 292 feet. It started at a cropping of 30-inch veins and finally the lead was lost. Tunnel No. 2, at an altitude of 371 feet, penetrates 722 feet, cuts a vein of coal $3\frac{1}{2}$ feet in thickness, and lying right above 6 feet of shale was a vein of 24 feet of coal which suddenly terminated at a depth of 552 feet. Tunnel No. 3 is a rock tunnel, 320 feet, designed to intersect the same vein of coal, but failed. No. 4 is in a 5-foot vein and near another 5-foot vein which come together at an altitude of 786 feet, 2 miles from the shore. Seventy-nine feet of the tunnel is in the finest kind of coal. There are two veins parallel to each other, one 8 feet and the other 7 feet, which do not come together. There is much coal in sight and can be worked profitably. But the investigations prove that this particular section is broken, having been disturbed since the formation, and some of the satisfaction of working the mine will be wanting unless the key to the situation can be found so as to prevent the frequent losing of the leads and the expense and annoyance of seeking them again. Mr. Barion thinks he has it, however, in the large, level valley near, which does not appear to have been disturbed, the original formation seeming to have been retained. Whether his theory is correct or not can be determined by boring, and if found to be so, the coal can be taken out with very little expense, and the work can be prosecuted through the year. The coal now in sight, it is estimated, can be got out at an expense of about \$8 per ton.

The Sitka mining district was organized about sixteen years ago. The first mining operations in Alaska were commenced here. But little work has been done, however, except to comply with the assessment law. There is every reason for believing that the ores of this district are of the richest character, and assays have frequently disclosed fabulous results. Milling tests, which are more satisfactory, prove the value of the ores beyond question, though the high figures of some of

the assays are not reached. The minerals found here are both gold and silver, though mostly the former. The two mills in the district have been idle for two years past.

Prospecting and development work have been done on the following properties:

On the Stewart mine a tunnel was run 250 feet in ore of sufficient richness to warrant high expectations.

The Lucky Chance, about 6 miles inland from the head of Silver Bay, has a tunnel 100 feet, and ore to a considerable amount has been milled with results which would have been satisfactory but for the unreasonable expense in mining, packing, and milling. Some trouble in the company is alleged to be the cause of a cessation of the business.

The Silver Bay Mining Company ceased operations when a tunnel had been run about 100 feet. The assessment work is kept up by the company.

The Liberty mine has been worked on a limited scale during the season. The mine is favorably located near the water's edge on the west side of Silver Bay and has a deep-water front. The formation is 19 feet between walls and is talcose rock. The walls are distinctly defined and are slate on both sides. The formation, which consists of rich ore at the place of working, extends to the top and beyond of the high mountain in which it appears. A tunnel has been run, or rather two tunnels, into the mountain 85 feet, and the ore taken out is piled up awaiting shipment or reduction here. Only a milling test has been sent away for reduction, and that showed about \$11. This mine is conveniently located for cheap working and the ores are friable and easily reduced. A large percentage of it comes out as free gold when crushed and the balance may be easily concentrated in sulphurets.

A shaft 50 feet deep has been sunk on the Haley & Rogers claim as a prospect only. The owner of the property considers it of great value.

A tunnel has been cut into the Wicked Fall ledge and assessment work is annually done. So of the mine Julia.

Assessment work is also done on the Eureka, the Tumtum, and the Billy Basin mine, which is said to yield \$22 of silver to the ton. The latter is about 6 miles up Indian River.

A number of workmen have been employed about the coal claims of the Cleveland mining district in Cook's Inlet during the year, but very small results have been reported. It may be inferred that the time has not yet come for the development of the coal interests of that region. In the Nyack district no development work has been done during the year.

On the whole, it is not possible to become enthusiastic over what has been accomplished in the way of development of the mining interests of Alaska during the past year. Something has been done and faith in the future of the Territory as a mining country has been strengthened. More capital, judiciously invested, more development work beyond the mere pittance required to maintain possession of claims, more attention paid to legitimate mining and less to speculation in worthless properties are the essentials of progress and development.

THE WORLD'S FAIR.

Under the act of Congress authorizing the appointment of commissioners for the World's Columbian Exposition, on nomination by governors of the States and Territories, the following were appointed for

Alaska: Commissioners, Edward De Groff, Louis L. Williams; alternates, Carl Spuhn, Nelson A. Fuller. The commissioners thus appointed were, after some delay, recognized as such and have continued to hold their positions.

For want of funds in the control of the Territory it was deemed best to avail ourselves of the offer of the Interior Department to take charge of the Alaska exhibit, and devote all our energies to the furtherance of that means. Lieut. George T. Emmons, U. S. Navy, was, last December assigned by the Navy Department to duty under the direction of the Interior Department, as agent for collecting and having charge of the exhibit from the Territory at the Exposition, and since that time has devoted himself to that work, which has so far progressed that it is now apparent that Alaska will present a very interesting collection for exhibition at Chicago in 1893.

The exhibit will include, as Mr. Emmons informs me, 10 native woods of southeastern Alaska in the native state, together with polished and carved sections. The mineral resources of the Territory will be represented through the contributions of the mine-owners, prospectors, and others interested in the industry. A very complete collection of the food and other fishes will be displayed mounted. The fur exhibit will be contributed through the courtesy of companies engaged in that business, and will be both extensive and attractive. The natural resources of the waters adjacent to the Territory, as whalebone, ivory, oil, and fish preserved for food purposes, will be exhibited. The ethnological exhibit will be very complete, illustrating through extensive collections the history, life, and habits of the Eskimos, the Athabascans, the Thlinkets, and the Haidas, together with a full set of the types of canoes and boats of the coast peoples from Dixon Entrance to the Arctic Ocean. The natural scenery of the southeastern portion of the Territory, and particularly the glacial area, will be shown through a series of original studies and finished paintings.

MAIL FACILITIES.

The mail contract with the Pacific Coast Steamship Company requires stoppage for receipt and delivery of mail by their regular passenger and freight steamers, two each month, at seven ports, viz: Kichkan, in Tongass Narrows, Loring, Wrangel, Douglas, Juneau, Killisnoo, and Sitka. For this service they are paid the sum of \$18,000 per year. When other trips are made and other places are visited by the steamers of the company mails are also carried and delivered on those trips and at those other places. By this more uncertain service several mails have been delivered at Metlakahtla, Mary Island, Chilkat, and Hoonah, and the mail has been carried weekly instead of semi-monthly to the first-named places during the months of June, July, and August. Another mail contract insures monthly mails served from Wrangel to Klawak and Howkan (or Jackson, which is the post-office name). A third contract should connect Metlakahtla with Kichkan for mail purposes. This is only a short route of about 12 miles, and the mail could be carried in a canoe at small expense. A small steamer or steam launch plies between Wrangel and Howkan.

Between Sitka and Unalaska, a distance of about 1,350 miles, a small steamer has made seven regular monthly trips, stopping at six places, from April to October. A count for the three months of May, June,

and July of the present year shows that mail packages were received and mailed during this one-fourth year at the way stations as follows:

	Incoming.	Outgoing.
Yakutat.....	411	166
Nuehek.....	62	84
Kadiak.....	1,021	1,021
Sand Point.....	155	452
Unga.....	191	254
Unalaska.....	1,063	587
Total.....	2,903	2,564

If this rate were kept up through the year it would require the handling of 21,868 mail packages, besides what is taken on at Sitka. The captain of the steamer was route mail agent. The amount of mail matter requiring handling during the last season was considerably greater than the year before, the Unalaska business quadrupling at least. It is estimated by those handling the mails at Unalaska and Sand Point that no less than four times the amount of mail matter transmitted through the official mail from those places was sent to San Francisco and other ports in the States by private conveyance and there mailed. This was partly from habit and partly for convenience and to secure quicker delivery. The contract of the Government with the North American Commercial Company to carry mails between Sitka and Unalaska and way stations requires the payment of \$10,400 for seven monthly trips.

Maj. George F. Seybolt, post-office inspector, who carefully went over the whole subject in June last, recommended some extensions and changes of service which are undoubtedly entitled to consideration. There certainly ought to be an extension of the service, including at least two trips per year to St. Michaels; and Karluk, Chilkat, and Metlakahla should be added to the contract stations on the route now under subsidy. The value of the mail route from Sitka westward has abundantly justified its establishment. The line has opened up travel over this route to the full extent of accommodations, business has been facilitated, the Government business has been better done, justice and law have had fewer failures, and the feeling has been engendered that the General Government does, after all, desire to respect the wishes of its citizens even in this remote section of the country, and as far as practicable do them justice.

The travel and applications for transportation this season have apparently convinced the company that better and more ample accommodations are demanded and warranted, as it is now reported that a larger vessel with better accommodations will be put upon the route next year.

EDUCATION.

Unfortunately for the educational interests of Alaska, during the past two years the Government day schools in the Territory have been sadly neglected. It is a source of congratulation, therefore, that it is possible to commend the work of most of the teachers. They have, apparently, done their work conscientiously, and I trust also, well. Of course they have accomplished something in the way of raising the children of the natives from their low plane of civilization and intelligence to a higher one. It is impossible to know just how high the

standard has been carried in some of the schools, and a few have seriously lacked efficiency and success. The active and constant attention of a competent superintendent would, undoubtedly, have been a potent factor in promoting efficiency in many cases. Without such attention the wonder is that so many good schools have been had.

Twelve schools have been maintained through the nine months assigned to school work, and one through a period of seven months, while three others were, early in the season, interrupted and not resumed again during the school year. The record of these schools, in brief, is as follows:

School.	Teacher.	Time.	Total enrollment.	Average attendance.
		<i>Months.</i>		
Wrangel.....	Miss Tolman	9	36	16
Howkan.....	Mrs. McLeod	9	93	36
Juneau No. 1.....	Miss Reichling	9	22	14
Juneau No. 2.....	Mrs. Adams	9	49	14
Douglas No. 1.....	Mrs. Clark	9	25	19
Douglas No. 2.....	Miss Mohler	9	19	15
Chilkat.....	W. W. Warne	9	53	16
Klawak.....	H. C. Wilson	2	28	8
Killisnoo.....	E. M. Calvin.....	2	29	13
Kake.....	C. H. Edwards.....	3	60	19
Sitka No. 1.....	Miss Paton.....	9	56	34
Sitka No. 2.....	Mrs. Vanderbilt.....	9	50	17
Kadiak.....	C. C. Salter.....	9	50	27
Afognak.....	Mrs. Collwell.....	7	30	18
Karluk.....	N. Feodorf.....	9	-----	-----
Unga.....	O. R. McKinney.....	9	33	22

The loss of school privileges during the year at Klawak and Killisnoo (for the time the schools were running was as really lost as the balance), should have been prevented. Some of the other schools needed vigorous prompting, which they did not receive.

Contract schools were reported in connection with mission establishments at the following-named places, to wit:

Metlakahtla, independent, boarding and day scholars, Mr. McKee, teacher. School was in session nine months, with a total enrollment of 167 pupils, and an average attendance of 67. Set apart as Government aid, \$2,500.

Yakutat, Swedish, boarding and day scholars, Miss Anna Carlson, teacher. School was in session nine months, with a total enrollment of 55 pupils and an average attendance of 24. The superintendent of the mission understood that \$1,000 was to be allowed by the Government toward the expenses of this school, as to the other contract schools; but it is not included in the list of schools reported to me, as an assisted school. I trust that it may prove to be an error in the record, rather than that the serious wrong should occur of failure to render them the assistance so much needed. I know of no more deserving institution or which shows better results accomplished in the same length of time (about four years), than is exhibited by this mission.

Unalaska, Methodist, John A. Tuck, teacher. School was in session nine months, had boarding and day scholars, a total enrollment of 35 pupils, and an average attendance only a little less. Excellent work is shown here. A subsidy of \$1,000 is not too much, if the school is to stand upon that basis. But a careful study of the situation proves to my mind that there should be a distinct and separate Government school at this place, having no connection with any religious body. A Government schoolhouse ought to be erected with capacity to accom-

moderate at least 60 scholars. The room used at the Jesse Lee Home for the school can not properly accommodate more than 15 scholars.

At Sitka, the industrial training school, Rev. A. E. Austin and Prof. Alfred Docking, superintendents. The industrial work was continued through the year, and the school work proper nine months. Total number, all boarders, 157. The work of this institution has been excellent. Too much praise can not be bestowed. The Government subsidy allowed this school with the Hoonah branch was \$13,000, which is less than in previous years, and certainly not more than was worthily used. The Presbyterian general assembly, however, has formally decided no longer to receive Government aid in the support of their schools in Alaska, and the funds reserved for that purpose are freed for use by the Government in other and perhaps more needy fields. So far as the rule applies to the Sitka Training School, I am glad of this action, for it is now established upon a firm basis, with a large constituency of wealthy people interested in its work and who will not allow it to flag. Besides, Sitka has two purely Government schools supported from the annual appropriation, with accommodations ample for all the needs of the city, and whose capacity is far from being taxed to the uttermost. During the last year the total enrollment of both schools together was only 106, and the average attendance was only 52. At the same time many places like Kenai, Nutchek, Belkofsky, Yakutat, and St. Michaels are entirely neglected. I see no reason for the withdrawal of the fund from the other valuable agencies of the Presbyterian Board, as Point Barrow, for instance, except that they decline to receive it. For a fuller account of the Sitka school see Appendix H.

Carmel, Moravian, Rev. F. E. Wolf, superintendent. This is a home for children, boys and girls, of whom there have been 19 on an average. The school work, with few exceptions, has continued, except during vacations, throughout the year. The Government appropriation allotted to this mission was \$1,000.

Bethel, Moravian, Rev. J. H. Kilbuck, superintendent. The number of children at the home varies from time to time as influences are brought to bear upon them by other religious interests. There are now 24 boys and 5 girls in the institution. Fair progress has been made in teaching them the English language and American ways. The looseness of the marriage tie in the native Eskimo system is a great drawback. The Government appropriation for this school is \$1,000.

At Anvik, Episcopal, Rev. J. W. Chapman in charge. This is a home for boys and the school receives also day scholars. The results of the work are apparent. There were about 25 scholars in the school last year. Government appropriation, \$1,000.

At Nulato is a day school, Catholic, Father Ragarue, principal. The Government appropriation is \$1,000.

At Kosurefsky is a Catholic home having 62 inmates, boys and girls, and quite an establishment of priests, lay brothers, and sisters. Of the Government appropriation \$1,000 is allowed for this school. Rev. Father Tosi is superintendent, and the school is kept open, except vacations, during the year.

At Cape Vancouver, opposite Nunivak Island in Bering Sea, is also a Catholic home and a large school. Father Muset is in charge. The Government allowance for this school is \$1,000.

At Unalaklik is a Swedish home and school. No report has been received of the work of the school for 1891-'92. Government appropriation, \$1,000.

Cape Prince of Wales, Congregational; appropriation, \$2,000.

Point Hope, Episcopal; appropriation, \$2,000.

Point Barrow, Presbyterian; appropriation, \$2,000.

Hoonah, Rev. J. W. McFarland, teacher; school five months. Presbyterian. Attendance irregular and numbers not large. Appropriation combined with that of the Sitka school.

Other schools which have special relations with the Government are those on St. Paul Island, Simeon Melivedoff, teacher; continued eight months; total enrollment, 52 pupils. St. George Island, Mrs. Nettleton, teacher; eight months, 22 pupils. These schools are provided and cared for by the North American Commercial Company, the lessee of the islands. Reports of faithful and efficient work and moderate results have been received.

Provision was made, or attempted, for day schools at St. Lawrence Island, Port Clarence, Kenai, Nutchek, and Belkofsky, but for some reasons the schools failed to materialize. A mission school at Nuklakayet, on the Yukon, Rev. T. H. Cannon and Mr. J. L. Prevost, principals, was in operation under the direction of the Episcopalians, having a few boarders and a fair number of day scholars. No appropriation.

At Ikogmute, on the Lower Yukon, a parish school, under the charge of the Russian church of that place, is reported having done good work.

The Russian parish school at Sitka, Andrew Kashevaroff, teacher, had about 30 native pupils, boys and girls, mostly day scholars, who made commendable progress in learning the English language and in the elementary studies.

Many more Russian schools are reported as in operation during the year, of which no details are given. Some of them were little more than instruction in the church ritual.

In my last annual report I remarked that "a year's trial of the experiment in the management, at present in force, has confirmed the opinion heretofore expressed, that the educational interests of Alaska demand a management of its schools at closer range than 4,000 miles of distance, with facilities of communication so poor that responses to inquiries and suggestions of needs can be obtained from headquarters only after an interval of from six weeks to six months." Another year's experience has demonstrated the serious defects of the system beyond question. With the two chief officers of the school department entirely out of communication with the schools and teachers, except by letter, and the local superintendent and committees without authority, it is impossible to have the best results, however well fitted these men might be to take charge of educational work under favorable circumstances.

The new superintendent of schools in southeastern Alaska, who had no connection with the school work here reported, his appointment coming too late for that, has had an experience and has shown himself to have qualities which might be expected to fit him for the duties of the office. But unfortunately he is tied down by other official duties incompatible with the work of an efficient superintendent of schools. As United States commissioner he should remain, for the most part, at his official residence where his magisterial duties require his presence. Besides, he is hampered and controlled and limited by the necessity of communication with the Washington office until all power to meet emergencies, which are always arising, is taken away. Perhaps the apparent neglect under the last administration may be accounted for by these limitations.

But a district superintendent to have supervision over a small portion of the schools of the Territory is not all that is needed. Whoever is called to administer the school administration of Alaska, whether gen-

eral agent, district superintendent, or otherwise, should be free from other inconsistent duties which locate them immovably, or send them out of communication with the world into the frozen ocean, or fix their residence on the other side of the continent. The annual appropriation by Congress for the support of schools in Alaska demands good faith, efficiency, and the best administration attainable. Obligations to the nation's wards and our own best interests as a civilized people alike prompt us to lay aside personal considerations and slack no effort to have all done that it is possible to do in the way of extending to these peoples the benefits of education and civilization. I should consider myself derelict of duty if I flinched from speaking plainly upon this subject or neglected to give the word of warning from my watchtower of observation.

While I still approve most heartily the general principle which demands a complete separation of church and state and recognize the unwisdom of granting Government aid to sectarian schools, and would make few exceptions to the rule, my observation of educational work and results in Alaska has led me to modify the extreme views I formerly held.

Alaska has a school population of about 10,000. Of these children only about 500, or one-twentieth part, can be said to have attended the Government day schools the past year.

It can scarcely be expected that Congress will increase its appropriation sufficiently to establish and maintain Government schools in the three hundred villages of this vast territory. Religious and benevolent people of eleven different sects have undertaken work of an educational character among the ignorant and barbarous peoples that inhabit these villages. Part of that work is teaching them our language, our laws, and our customs—in other words, preparing them to become worthy citizens of the Republic. Shall a little sentiment, or a pet theory not applicable here, prevent our encouraging these noble agencies for the accomplishment of the very work we, as a nation, desire to accomplish, and which there is no hope of our doing ourselves? I do not hesitate to assert that the best educational work which has yet been done in Alaska has been done through these mission agencies.

It is true the question of the distribution of the Government funds for the encouragement of these various religious bodies in their educational work is a delicate one. It ought not to be done in accordance with the impulse or judgment of any one man. That it has been so is the source of one of the most frequent of the numerous complaints against the present system of educational management in the Territory.

The release of funds by the refusal of the Presbyterians to receive aid affords an opportunity to recommend the inauguration of new school work, and I wish to call attention to the following places, viz: Yakutat, either by contract or separate Government school, should receive Government aid. Hoonah, 438 people, where the school work thus far has been of little account; Government school recommended. Nuchek, which, with its adjacent villages, has 375 people, ought to be supplied at once with Government school. Kenai, 300 people, should have Government school. Belkofsky should also have Government school. Unalaska is an important point and the conditions are peculiar. There should be a Government school here.

A beginning should be made on some point on the Nushegak district, perhaps at Unagashik. Port Clarence is a point which ought to be occupied as soon as the appropriation will allow. Kashunahmute, on the

Kuskoquim, has a population sufficient to warrant the establishment of a school, but it is difficult of access and delay may be necessary. All these places should be considered before any additional expenditures should be made in the more favored positions of the Territory. There should be a male teacher for Sitka No. 1.

I desire to renew my recommendation that compulsory attendance upon the native Government schools be legalized. Without it the privileges of schools will be to a great extent wasted.

CHURCHES AND MISSIONS.

In addition to what has been said regarding the mission schools under the head of education, mention should be made of the more distinctive church and mission work. Eleven church organizations are represented, as follows: The Presbyterians have eight stations, seven of which are in southeastern Alaska; the Congregationalists have one station at Cape Prince of Wales; the Episcopalians have three stations, two on the Yukon River and one at Point Hope; the Methodists have one station at Unalaska; the Baptists are about establishing a station on Wood Island, near Kadiak, and have sent lumber for a building to that place; the Roman Catholics have two stations on the Yukon River, one at Cape Vancouver and one at Juneau; the Friends have one station at Douglas Island; the Moravians have two stations at Bethel, on the Kuskoquim River, and at Carmel, on the Nushagak River; the Swedish Evangelical Church has two stations at Yakutat and Unalaklik; the Independent Church at Metlakahla may be still considered a mission church, though large and nearly self-supporting.

The Russian Orthodox Church has eleven principal stations or churches with ordained priests and a large number of chapels with resident unordained assistants. The number of members of the Church have been estimated at 12,000. I have attempted to verify these statements by recourse to the Church records, but neither the consistory at San Francisco to whom I wrote, nor the bishop who promised to furnish me the information, on my application in person, has yet complied with my request. I am inclined to think the membership has been overestimated. The Sitka church is very large, consisting, for the most part, of native members. The Killisnoo church has also quite a membership almost entirely native. The Presbyterian native church at Sitka has a membership of 425 and a new church edifice, completed within the year, with a seating capacity of 600. There are native churches of this denomination at Hoonah, Juneau, Wrangel, and Howkan. They have also white churches at Juneau and Sitka, both small. The three Catholic stations in the north are in the care of the Jesuit Society. The Juneau Catholic church has not a large membership, and Sitka and Wrangel are mere out stations. This church has no native membership. No churches have been organized at the other mission stations, and several heretofore reported missions have not yet come into actual existence.

POPULATION.

The census returns disclose a smaller white population in Alaska than was expected, the total being 4,303, of whom 3,860 are males and 443 females. This includes some 378 men found on ships in the har-

bors at the time the census was taken, and temporary sojourners and laborers in canneries who remain here only in summer. The classification is as follows:

	Males.	Females.	Total.
Whites.....	3,860	433	4,303
Mixed (Russian and native).....	885	934	1,819
Indians.....	11,987	11,287	23,274
Mongolians (Chinese and Japanese).....	2,287	.....	2,287
All others.....	111	1	112
Total.....	19,130	12,665	31,795

The native peoples, classified as to language and other characteristics, have been divided as follows:

Eskimo.....	12,784
Thlingket.....	4,739
Athabaskan.....	3,441
Aleut.....	968
Tsimpsean.....	951
Haida.....	391
Total.....	23,274

While the enumeration gives the white population the benefit of the presence of summer residents and temporary sojourners, and has no gross inaccuracies, the enumeration of the natives is necessarily incomplete. Villages which are considered permanent residences of these people, and counted in the census report as such, become almost entirely depopulated in summer. For instance, the Indian village of Sitka, which has no less than 1,200 people in winter, has often less than 400 persons in summer. The census returns show only 861. They go away by families with their canoes and belongings to some retired bay or nook, where they have a cabin, and there remain for weeks and months fishing and hunting, returning in the fall. This is a universal custom through the Territory, excepting in the Unalaska district and a portion of the Kadiak district, where a portion of the families or certain members remain at home while the others are away upon the fishing grounds. There is very little doubt that a complete enumeration of the natives would show a third larger number of people.

CONDITION OF THE NATIVES.

The Athabascans and Eskimos have come less under the influences of contact with white people than the other tribes, and therefore retain more of their original customs and peculiarities. They occupy the interior and the coast of the Arctic Ocean and Bering Sea. The Eskimos are a comparatively gentle and inoffensive people, living mostly upon fish, walrus, whale, and other game to be found near the shores and in the water, though they also make long excursions into the interior, hunting reindeer, moose, and other large animals. The interior Indians (Athabascans) live mostly by hunting and fishing in the rivers. A few mission stations, heretofore referred to, along the coast and on the Yukon River have had a little influence upon a very small number of the people. The mining camps on the upper Yukon have also come in contact with the natives to some extent in the way of trade, but they have not in any large degree acted as civilizing agencies. It is said the natives of the Upper Yukon region have been very little demoral-

ized by the use of intoxicating liquor, perhaps on account of the difficulty of packing it across the divide. Mr. Chapman, of Anvik, writes that "liquor has not troubled the natives speaking the group of dialects found around Anvik; but almost everywhere else in the Yukon country it has made more or less trouble." The dialects referred to arise from the interrelations of Eskimos and Athabascans at the point of contact. The Eskimos and interior Indians find it necessary to exercise the utmost of their energies and of their ingenuity to secure a bare subsistence, and their ideas have not risen much above the level of animal existence. Physically they are strong and comparatively healthy; mentally they lack vigor; morally they substitute expediency for right. They are comparatively honest, because it is the best policy to be so. They see no moral quality in abstaining from the use of intoxicating liquors, tobacco, or other hurtful things, or in restraints in the relations of the sexes.

Except as their ideas are modified by relations and intercourse with white people, they have no religion, unless certain indefinite superstitions having no connection with any idea of a supreme spiritual being can be called religion.

The Aleuts have become thoroughly Russianized. They talk Russian, belong to the Russian orthodox church, shade off into Russian blood, features, and complexion, and affect Russian ideas. They are rapidly fading away. Their physical condition is far from being satisfactory, and their moral condition is worse. They are an easygoing, gentle, and kindly disposed people, somewhat lacking in force of character. They secure a comfortable living with their sea-otter hunting and fishing, and have little forethought as to the future.

The Thlingkets, Tsimpseans, and Hydas live in southeastern Alaska and are very similar in character and habits, though their languages are different. Their contact with white people has very much modified them in many respects, and many of them now converse freely in the English language, while a few of them read and write.

They are large and powerfully built, have great endurance, and should be long-lived; but scrofula, rheumatism, and hereditary tendencies to lung diseases, with the exposure and neglect of hygienic conditions, do their work in bringing them to premature old age and early death. A physician who has had two years' experience among them, Dr. Clarence Thwing, informs me that of the cases coming under his observation venereal diseases have not been prominently frequent. Morally there has been great improvement among those coming under the influence of the missions, and outside of that influence, it is to be feared, there has been demoralization. There ought to be carefully prepared marriage laws enacted for this Territory on their account, and adapted to the needs of such a peculiarly organized society; then have them enforced with vigor.

In my report for 1891 I briefly discussed the subject of the status of the natives of Alaska as citizens of the United States, not so much advocating any particular theory as gathering together certain facts and authorities which have a bearing upon the subject, from which conclusions may be reached. This is a matter of consequence. Every question of the enactment of laws for Alaska ought to be studied with a view to its bearing upon the native people of the Territory, and an intelligent idea of them and their relations to one another and to the Government is essential to wise legislation.

I am profoundly impressed with the idea that, as a nation, we owe it to ourselves and to the natives of Alaska that we build, equip, and sup-

port hospitals in various parts of the Territory for the care of the sick and chronically diseased. Humanity demands it, treaty obligations require it, and self-interest ought to prompt it. These hospitals should be the centers of hygienic information to these people, who are as ignorant as new-born babes upon the subject. They should afford relief to suffering which can be relieved in no other way. They should be the most potent agencies of civilization in the land. They should teach proper ways of living, the principles of ventilation, habits of cleanliness, care of the young and the old, true relations with one another, and various ideas of life belonging with our American civilization. Leave alone all our expensive explorations and scientific investigations if you must, omit all appropriations for schools if our great and rich nation cannot afford to educate its wards, withdraw missions and other civilizing influences if it becomes a necessary alternative, but do not fail to afford relief to suffering humanity to whom relief is impossible except through these agencies. Medicine administered to these people from the dispensary is of very little value. If pleasant to the taste it is used at one sitting or distributed impartially among all the friends for the gratification of the family palate. If in any degree unpleasant to take it is hidden away from the sight of the physician who, if inexperienced, wonders at the noneffect of the potion. Besides, the ordinary Indian hovel is scarcely the place to secure the best effects of nursing and hygienic treatment.

Recognizing the need of better shelter, care, and nursing for native women at the time of childbirth, Dr. Clarence Thwing, at the time connected with the Presbyterian Industrial School at Sitka, organized the St. Johns Maternity Hospital in the Sitka native village in the spring of 1891. Contributions were obtained from resident and non-resident friends, and after much labor and delay the building, which had been erected in a favorable location in the village, was finally ready for occupancy in October. Between that time and July 16 patients were brought there for confinement, and mother and child were better cared for and received more suitable food than could have been had at their homes. This movement is in the right direction, but the utter inadequacy of it is only more apparent.

PROGRESS NOTED.

The progress of the Territory in material development has not been rapid, but something has been done toward ameliorating the hard conditions of life in Alaska since the present administration began its work, a little more than three years ago. More than 1,500 miles have been added to the mail routes previously served by the national Government. With these additional mail facilities transportation facilities have also become regular and are afforded by lines of steamers which have the responsibilities of common carriers.

The salmon-canning business has steadily increased from 427,372 cases in 1888 to 789,294 in 1891, and other fisheries, especially salteries, have had a steady growth.

The mining of the precious metals has been put upon a better basis, more mills built, several new enterprises on a large scale have come into successful operation, and a large number of coal claims have been filed and the work of development commenced.

The increase of business enterprises means also the employment of more laborers, larger sales of merchandise, and an increase of the number of desirable residents.

Town sites have been authorized by law and municipal organization, with its concomitant improvements in many directions, will follow as a matter of course.

The law passed at the second session of the Fifty-first Congress, authorizing the sale and purchase of nonmineral lands for manufacturing and business purposes, has already led to 69 applications for surveys. Arrangements have also been made for cutting timber on the public lands, under regulations by the Interior Department.

The Indian police has been reorganized on a better basis and rendered more efficient for service.

The militia has been organized—that is, the beginnings of organization have been made, and a degree of efficiency in drill and practice has been shown which is quite satisfactory.

A Territorial historical society has been organized and many valuable books, papers, and manuscripts already secured and filed in its archives to await the future historian of the Territory.

A Territorial library has been organized and put upon a permanent basis. A few scattering books of broken sets were found about the offices and these were collected together, sets completed when possible, and additions to the number were rapidly secured until there are now nearly 900 volumes. Nearly every State and Territory in the Union has put Alaska upon its exchange list.

A great improvement has been made in the public buildings, as may be seen by referring to the body of this report. No less than eight new buildings have been erected by the Government for its own use.

Offices and office facilities in all the departments of the civil government have been greatly changed and improved. Better methods of conducting business have added very much to the efficiency of every office. More complete and perfect records are now kept. The spirit of improvement is abroad.

Government reservations have been set apart by Executive order for public buildings, parks, wharves, military and naval uses, coaling and supply stations, and other Government purposes.

The number of Government school buildings has been greatly increased and better school furniture provided. Schools have been organized in quite a number of places where there were none before.

While the improvement in the condition of the natives is not rapid, it is clearly manifest when comparison is made with that of three years ago. More of them talk the English language, they have better houses, are more skilled as workmen, more of them have grasped the idea of regularity as laborers and comprehend the advantages of saving their earnings. They more frequently appeal to the courts for the settlement of their troubles.

Several native churches have been organized, with quite large membership, while two or more white churches have set up their standards, and church edifices have been erected. Quite a number of new mission stations have been established.

Supply and coaling stations, with improved facilities for the accommodation of whalers and other vessels going into northern waters, have been established at Sand Point and Unalaska.

Some interests, considered especially important on account of the dependence of the native and other residents upon them for permanent use and support, as timber and fish, have been looked after by special agents whose expenses are defrayed from the national Treasury. This at least shows the interest felt in the permanent welfare of the Territory.

LEGISLATION NEEDED.

In referring to the important matters included in this topic I trust I may be pardoned for briefly alluding to some things which have been the subject of previous discussion.

A thorough and complete revision of the laws should be made, adapting them to the peculiar needs of this peculiar country.

Power should be conferred by law upon the governor of the Territory to appoint justices of the peace and constables, and assign them their jurisdictions.

There should be accorded homestead and preëmption privileges upon the public domain to bona fide settlers, and fee-simple allotments of land to natives without expense to them, limiting their power of alienation, however.

There ought to be additional mail facilities in southeastern Alaska, a few more stations in central Alaska, and two or more trips of mail service to Nushegak, some point on the Kuskequim, and to St. Michaels, touching at the Seal Islands.

There ought to be a Government road across the divide to the upper waters of the Yukon.

The importance of placing a small steam vessel at the disposal of the local civil government, for use in the discharge of their duties, is proved and enforced by the circumstances reported on every page discussing the work of enforcing the laws and administering the government. I consider this one of the most important of my recommendations.

The work of repairs on the public buildings and the erection of new ones ought to be continued. The matter of erecting new buildings ought to be placed in the consideration of some person having the confidence of the Supervising Architect, who should be instructed to study the subject in connection with the officers most interested.

Agricultural experiment stations ought to be established at several points in the Territory.

At least four additional commissioners and at least four additional deputy marshals, with an increase of salary to all the officers of these grades, ought to be provided.

There ought to be provided for the Territory a surveyor-general, or clerk to the present *ex officio* officer, who is competent to take full charge of all the business of that office.

The establishment of Government hospitals and the support of insane paupers at several points in the Territory is demanded by every consideration of justice and humanity. It would be well, also, to establish a board of charities.

A revenue cutter should be stationed here with instructions to cruise in Alaska waters under the general direction of the collector of customs, but also given instructions to assist the other departments of the civil government by transportation and otherwise.

Provision ought to be made for the incorporation of municipalities, providing for local taxation, for holding elections, defining the qualifications of voters, and giving such powers as are usually exercised by such municipalities.

The legal and political status of the natives ought to be defined, or recognized, by legislative enactment.

Without claim of having sufficiently canvassed the subject to give details or determine all the aspects of the system, I am still ready to recommend most earnestly the establishment of a council or commission, composed of from three to five men, to be selected by the Presi-

dent, to be made up in part, if thought best in order to save the expense of salaries, of officers already under salary, whose duty it shall be to recommend laws for enactment by Congress; to assign boundaries to civil and political divisions, when not otherwise assigned; to constitute a board of public instruction, who shall as such have local direction of all school matters and the expenditure of the school fund; to make regulations for the preservation of the public health, and any other duties assigned to them by Congress or the President; and they should be vested with power to make regulations in minor matters which, subject to the approval of the President, shall have the force and authority of law until action disapproving the same shall be taken by Congress in the ordinary forms of legislation.

And last, but not least, the Territory ought to be allowed a delegate in Congress like other Territories. In the absence of such delegate, there ought to be a special committee in each House to have charge of Alaska's interests and legislation affecting the Territory.

Very respectfully, your obedient servant,

LYMAN E. KNAPP,
Governor of Alaska.

The SECRETARY OF THE INTERIOR,
Washington, D. C.

APPENDIX A.

CUSTOM-HOUSE, SAND POINT, ALASKA,
DEPUTY COLLECTOR'S OFFICE,
July 16, 1892.

SIR. In reply to your circular letter of June 25 last, asking for information as to this part of the Territory, will say that it affords me great pleasure to answer you as fully as I am able. The corporations doing business in this vicinity are the Alaska Commercial Company, the Lynde & Hough Company, and the McCollam Fishing and Trading Company. The former handle a greater portion of the fur trade, the Lynde & Hough Company and the McCollam Fishing and Trading Company the greater portion of the codfish business, as well as salted salmon. All of these companies belong in San Francisco, Cal. The first named have stores at Unga, Belkofski, Company Harbor, on Sannak Island, and general headquarters store at Unalaska, the residence of the general manager, Mr. Newman. They also have small supply stores at Simeonoff Island, Waznesensky Island, Metrofore Island, and at Muszovia Bay, in this vicinity, for the accommodation of their native hunters and their families. They also have stores and trading posts over the entire Territory except the southeastern. They own and run, in their business, the fine, large steamer *St. Paul*, 600 tons burden, the steamer *Dora*, 150 tons, and a schooner, the *Mathew Turner*. The *St. Paul* makes three trips in a season from San Francisco to Unalaska, carrying any passengers that desire to go, and the *Dora* leaves San Francisco in March or April and returns in October. She is used as a tender for the *St. Paul* while up here, while the *Turner* visits the outlying stations too far distant for the economical use of steamers. Of the extent of their business I am unable to say, but, while not as great as former years, owing to the decrease in numbers of the fox and sea otter, as well as the expiration of their lease of seal islands, it is still enormous, sea otter having risen from \$75 and \$100 to \$200 and \$225 in the last eighteen months. A few years ago \$40 and \$50 was considered a good price for a first-class skin by the natives. White men generally got \$60 to \$75 for same class of skins.

Members of the Alaska Commercial Company are also largely interested in gold and coal mines located near this place.

The Apollo mine, 3 miles from Unga, an island of same name, is the only gold mine that is being worked. There are from 35 to 40 men at work there. The wages paid are \$60 per month of 30 days for outside work and \$90 for inside work in tunnels, etc. There are quite a number of other claims in that vicinity that have been located and the company have an option on all the most promising. They have expended nearly or quite \$200,000 in developing the Apollo and the superintendent now reports it as paying expenses. They have a finely equipped 10-stamp mill to reduce the ore, run by water power. Thirty tons of ore are concentrated to one ton, and these latter sent to Germany for final reduction and separation, all the ore being known as "low grade." The mill is situated near the foot of the mountain containing the ore and is connected therewith by a railroad, the cars being let down by steam power. A tunnel about 2,000 feet long has been run 300 feet below top of mountain. It is in digging this tunnel and in the crosscuts that all the ore that has been reduced has been obtained, and there is ore enough on the dump now to last the mill for a year or two with its present capacity. They are now running a prospect tunnel 400 feet below the upper tunnel and have got in nearly 900 feet. This lower tunnel is 7 feet high and wide enough for a double track. They will have to go 1,100 or 1,200 feet more before they expect to strike ore. Should this turn out as good as they have reason to expect the success of the mine is assured, and many a man who now owns a claim that he can not dispose of at any price will find a ready purchaser.

The Herrendeen Bay Coal Mining Company are not doing much this year, but that there is plenty of coal there and of good quality there is not a shadow of a doubt. The company have already expended nearly \$100,000 in improvements, and they will not discontinue their efforts until they have settled the question whether they can make it pay or not.

The McCollam Fishing and Trading Company have their principal store at Pirate

Cove, the general manager, John Renner, residing there. Their principal business is codfish, but do a little in salted salmon and incidentally trade for a few furs. They have two stations on Sannak Island, one near Cape Pankoff and one on Nagai Island. They catch all their fish at the above-named stations. They have one large fine three-masted schooner of 212 tons, the *Czarina*, which will make three trips this year from San Francisco to this place. She has accommodations for a few passengers and her officers will make it as pleasant as possible for them. She makes her first trip in February and is the first vessel usually to arrive here in the spring. The fishermen are boarded by the company, furnished dories, sails, etc. The men furnish their own gear, dress and salt their own fish as well as kench them, and are paid \$27.50 per thousand of 28-inch marketable fish. The small ones count two for one. The total catch of this company for this year will be near 800 tons of codfish alone. These fish are all shipped to San Francisco, washed, dried, and prepared for shipment to any part of the world.

The Lynde and Hough Company confine their business almost exclusively to codfish business. They own the station at Sand Point and have one of the finest and best equipped stores in western Alaska as well as one of the best harbors in the entire Territory. This is a famous resort for sealers and whalers who call here for supplies, and a trade of no mean proportions has been built up through the perseverance and energy of the enterprising general manager, Mr. James L. O'Brien. The company have three large schooners and one barkentine engaged in catching codfish in Bering Sea, and the total catch will be nearly or quite 1,300 tons. They have a few fishing stations around here and to westward, but their main catch is in Bering and Okhotsk seas, the fish ranging much larger than around these islands. The fishermen on board vessels do not dress their catch, and get \$25 per month. There are but few inhabitants on the Shumagin group of islands. The largest settlement is Unga, a village of about thirty houses. But few full-blood Aleuts are alive here now and ten years hence there will be none left, sour beer and exposure the cause. There are probably 200 to 300 natives on this group of islands in four settlements. Their occupation is hunting and fishing for a living; but very few ever attempt to raise anything, although garden vegetables could be raised with care. We have too much cloudy, foggy weather to warm the soil to pay to raise anything besides a few potatoes and hardy garden vegetables.

The natives are all members of the Greek church. The resident priest lives at Belkofski, a fine settlement of 200 people, on the mainland. He visits each church occasionally, meanwhile leaving it in charge of some member, raised to the dignity of second priest for the time being, whose duty it is to hold services and look after the spiritual welfare of the members during the absence of the priest. The only school in this district is held at Unga, and is in the charge of O. R. McKinney, an experienced teacher, who gives good satisfaction. He tells me that with the exception of mathematics the children compare very favorably with the children of the people of eastern States. They are willing and anxious to learn, and generally take full as much interest in their studies as white children do. The natives themselves, if they take any interest at all, are in favor of educating their children. I am told that if the priests find out that any sectarian doctrines are promulgated in schools they will at once forbid parents from sending their children to school, and they at once comply; they do not dare to do otherwise. They have no chiefs in this section, but some one man that has more ability than others is generally looked up to for counsel and advice, but his power over them is but little more than that exercised in small, isolated communities of white people.

The pure-blood Aleut has but a very crude idea of morality, but with an admixture of white blood there is a very decided improvement. Among the natives, except in the settlements of Unga and Karovin, on island of same name, live mostly in the barrabara, a low frame of driftwood covered over entirely with sods and earth. The ground inside is covered with dried grass, and the place is quite comfortable. They are not remarkably clean in their habits or cooking when at home. They observe the holidays of the Greek Church, and make a business of enjoying themselves, having a feast, a dance, and, if possible, filling themselves with sour beer, retire happy. The natives are all fine dancers, and many of them good musicians on the accordeon. Many of the girls are fine looking, and would readily pass for whites in any country but this, there being nothing in their dress, behavior, or looks to distinguish the one from the other. They are very diffident and bashful, and it is only after they become well acquainted that they will talk at all. To my mind they are full as honest as the average white man, and far less inclined to kleptomania, as far as I can learn. The settlement of natives at Karovin are a superior class, being more intelligent and industrious. They are first-class hunters, and always have money on hand and can pay for what they want, and always have fur to sell. They are not in debt to any company or store; consequently they are perfectly independent. They have a little church of their own, and appear to be the happiest lot of people I ever met. They are very hospitable to strangers, but one must be well known before he

can go to live on the island. They claim that the island was given to their ancestors by the Russian Government, and are very tenacious of their rights.

There is but little strictly agricultural land in this part of Alaska, and if there was but little could be done, as climatic influences would prevent. We have so little warm sunshine that the ground does not get warm enough, except in specially favored spots. On this (Popoff) island and Unga Island there is a vast amount of good pasturage and considerable good meadow. Grass grows quickly and makes good hay when there is sufficient sunshine to cure it; but for many years in succession, at times, it is impossible to cure hay. Were someone here familiar with the method of putting up ensilage stock could be raised here successfully, as they would not require more than three months' feeding, and some years not that. At Belkofski cattle remain out all winter, picking their own living, and do the same on Sannak Island, and there is no reason why young stock would not do the same here on this island or Unga.

We have a post-office here, and a large amount of mail is distributed yearly; a good deal of it going to the vessels which call here for it. There is one at Kadiak on the east and at Unalaska on the west. These three are the only ones at present in western Alaska. There should be other post-offices established; it would be a great convenience to the people living here, as letters are now sent haphazard all over the country by boats and vessels, and it would not be uncommon for a letter addressed to San Francisco to bring up at St. Michael. I mailed a letter to a party on Sannak Island last October by a vessel going there direct; this spring, in May, the party received it by way of San Francisco. Nearly 100 vessels have entered this harbor during the last fiscal year, or, to be exact, 98. They included steamers, barks (whalers), schooners, and revenue cutters. The thermometer ranged, during the winter, from 2° above to 30° above in the morning from November till May. The northwest wind is very strong in winter season, and it is not safe for a small vessel to be out among the islands for any very extended trip. Southerly and easterly winds are mild and warm. We have fine weather during November and February. The coldest was the first nine days in March—2° above for eight days in succession. The forepart of December was rough, but aside from that the winter was not bad. The sun rises about 8 a. m. and retires about 3 p. m. on shortest days. It makes it up on longest days in summer, when it rises at about 3 a. m. and sets at 9 p. m., which gives us plenty of time to do a day's work in daylight.

There is no freight delivered here of any account, as the companies own the vessels and all stuff landed is for their own use and that of their stations.

I have written you a long, rambling letter at odd times during past few days, and if you can gather a few grains of wheat from this bushel of chaff I shall be amply repaid.

Very respectfully, yours,

C. H. BULLARD,
Deputy Collector.

Hon. LYMAN E. KNAPP,
Governor of Alaska.

APPENDIX B.

KADIAC, July 18, 1892.

SIR: In reply to your excellency's circular dated June 25, I am pleased to submit what information I can, hoping it may be of some service to you.

The Alaska Commercial Company have employed in Kadiak permanently about ten men in the capacities of agent, bookkeeper, storekeeper, cook, carpenters, etc., the wages being from \$40 to \$50 per month, except for the first three, whose salaries range from \$600 to \$3,000 per year, as nearly as I know.

The general wages paid for common labor by all concerns in this part of the country is about \$40 per month. In addition to their permanent force in Kadiak, the Alaska Commercial Company employ quite a large number of people directly and indirectly. They have in commission this year the steamer *Jennie* and schooners *Kadiak* and *Lettie*, aggregating about 196 tons. These vessels have been seized lately for illegal otter-hunting and released on bonds. The schooners *Kadiak* and *Lettie* have been engaged in otter-hunting for the past three or four years, the custom being to carry large parties of natives with their canoes (bidarkies) to the hunting grounds and have them hunt from the vessels. These bidarkies go out in parties of about six, and when an otter is sighted a paddle is held aloft from nearest bidarky and a rifle shot fired at the otter to frighten him down. This is continued, while the bidarkies circle about the otter, and as he soon becomes exhausted from diving repeatedly he is easily killed with buckshot.

The Alaska Commercial Company send out parties of considerable numbers, directly and indirectly, from most of the settlements in this district, sometimes landing them with a supply of provisions and having them hunt from shore. The season has been partially broken up for this company on account of the seizures, and as they have had considerable opposition in various parts of the district, it is estimated their losses will be large this year.

The number of furs caught in this vicinity has been constantly decreasing for several years, and as opposition has become stronger the prices of furs have risen locally and those of merchandise become correspondingly lower. I think it safe to say that for the past five years the Alaska Commercial Company's shipments of furs have averaged an annual decrease of 10 per cent.

In addition to the vessels belonging to the Alaska Commercial Company there are a number of vessels engaged in hunting for them indirectly. I quote those hailing from Kadiak and Afognak: Schooner *St. Paul*, about 40 tons, belonging to William Vanillius, carrying four steam launches and about 15 men all told, mostly whites; schooner *Lydia*, about the same tonnage, belonging to Andrew Anderson, and carrying bidarkies, I do not know exactly how many, but probably about ten; schooner *Albert Walter*, 46 tons, belonging to Julius and Larry Christensen, carrying six boats and 21 men, including 10 Japanese; schooner *Olga*, 20 tons, belonging to William Anderson, carrying two naphtha launches and a crew of about 8 men, half natives; schooners *Alexandria*, *Nor'west*, and *Rose*, the last owned by a native, and averaging about 7 tons each, carrying about four bidarkies each, with a crew of about 9 to each vessel, mostly natives. These vessels get their outfits from the Alaska Commercial Company and turn their catch of fur in to them.

Until this year the Alaska Commercial Company had the steamers *St. Paul*, *Bertha*, and *Karluk* making frequent trips between San Francisco and this place, but this year they have sold the *Karluk*, and the *Bertha* has been chartered by the North American Commercial Company to run to the Seal Islands and Unalaska. The steamer *St. Paul* has been the only freighter of theirs to touch here this year with the exception of the schooner *Kadiak*.

The North American Commercial Company a year ago last spring opened a store on Wood Island, and last fall established a station at Afognac and one at Seldovia, in Cook Inlet. They have the schooners *Mary Anderson* and *Seventy-six* in commission and have had a number of carpenters employed intermittently putting up substantial buildings, and have evidently come to stay.

The North American Commercial Company seems to be in great favor with the people here, and if they push their business will take most of the trade from the Alaska Commercial Company, who have only held their own here by right of might.

The firm of Colwell & Cope has been in business here since 1887. We have done a fair business on less than \$6,000 capital, but have made no attempt to do anything outside of Kadiak, except sealing for a couple of months each season in the last three years along the coast between here and Yakutat, with the schooner *Undaunted*, of 65 tons.

We have had native crews altogether, giving them half of the gross receipts. We had five boats this year, and a crew of 18, all told. We have averaged about 330 seals per season. These natives are fairly good hunters and generally willing workers.

The general scarcity of furs in this vicinity and the advance in prices locally, with a corresponding reduction in the prices of merchandise, affects this business to such an extent that without some outside venture, such as sealing or fishing, a small concern could hardly exist here. The market for most of the Alaska fur is London, and I am unable to give you figures as to the rates received other than what you can see for yourself in the regular London lists. We have generally sold our furs in San Francisco at an advance of about 25 per cent. The furs obtained in this vicinity are silver gray, cross, and red foxes, brown bears, land otters, sea otters, and seals. The island furs are inferior in size and quality to those of the mainland and much more limited in variety. Owing to the combination of Alaska salmon canneries this year, there are only three canneries operating in this vicinity, one of which is working independent of the combination. The canneries operating are the Aleutian Fishing and Mining Company, Karluk Packing Company, and Alaska Improvement Company, all at Karluk. In Cooks Inlet the Hume Packing Company at Kussiloff is the only cannery working.

From last accounts we hear that fish are plentiful at Karluk and Kussiloff, but have not heard how many cases have been packed up to date.

There will probably be about 2,500 barrels of salmon salted in this vicinity this season, as there are five small gangs fishing at some of the small rivers on Kadiak Island.

The population of whites in Kadiak is about 30, including 5 ladies. The balance of the inhabitants are Creoles and Aleuts (about 300). Many of the Creoles have the European cast of features, though the greater portion resemble the Aleuts very much, the latter having a strong Asiatic cast and being, no doubt, remotely descended from

the Japanese or other Asiatic races. The languages spoken here are Russian and Aleut; the Russian is so corrupted, however, as to be hardly intelligible to an educated Russian. The Aleut language is a queer guttural, resembling no language in particular.

There are no churches in this vicinity except the old established Greek Church, the workings of which you are probably as familiar with as I. The present priest in Kadiak, Rev. Alexander Martysh, has done more good during his three years' residence here than all who were here before him. Being a sober and moral man himself, he has set a good example for the people, who would do well to follow his precepts.

United States public schools were established, six years ago this summer, at Karluk, Afognak, and Kadiak, and have been of great benefit to the country. I can speak for the children attending the Kadiak and Afognak schools particularly, as I have observed them frequently and know they have made rapid strides in learning. There is no doubt that the next generation of the natives will, in consequence of these schools, be much brighter, more honorable and industrious, and more prosperous than the present, and I think Dr. Jackson's work in this line can not be too highly commended.

The propensity of these people for beer-drinking is a great drawback to them, especially as the beverage consumed is a most vile mixture manufactured from hops, sugar, and sour dough. This vice could be much restricted, if not wholly overcome, if we had proper judicial officers here to look after affairs of this kind. There have been frequent and urgent petitions sent from here to your excellency and your predecessor, to have a commissioner appointed for Kadiak, and I hope Congress will do something to assist you in the matter.

As for minerals and mines, there has never been anything discovered in this vicinity worthy of note. In Cooks Inlet, especially at Coal Point, there are coal veins which may some day be worked to advantage, but I believe the time is far distant. The coal is a fair quality of house coal, but is said to be unfit for any other purpose. There is considerable land about here on which potatoes and a small variety of other vegetables can be cultivated, and most of the natives have small potato gardens. The Alaska Commercial Company sow a little grain for hay on the Government reservation here, but this part of the country is by no means adapted to extensive agricultural pursuits.

Cattle thrive fairly well here, however, considering the long winter, and they do not seem to mind that much, though many of them are neglected and are compelled to pick up kelp along the beach in order to survive unusually hard spells of weather. I should say there are now about 400 head of cattle on Kadiak Island and in the immediate vicinity. The Alaska Commercial Company also have a few sheep on one of the adjacent islands, but they do not seem to thrive. We have a berry here closely resembling the salmon berry, and called by the natives "malinas." These berries are quite plentiful in the season (August and September). There are also a few cranberries and a couple of other kind, but these are not so plentiful.

We have a post-office in Kadiak, with H. P. Cope as postmaster. This is of great benefit to the residents and business people, and no doubt the mail route will help to open up the country, though the company carrying the mail ought by all means to put a larger and more commodious steamer on the route. I am sorry to be unable to give you more concise and varied information than contained herein, but I have been away from home most of the summer and have been pressed for time even in this poor effort.

Very respectfully, your obedient servant,

WM. A. COLWELL.

Hon. LYMAN E. KNAPP,
Governor of Alaska.

APPENDIX C.

DEAR SIR: In compliance with your requests of June 26 last I herewith inclose answer to your inquiries as fully as possible:

Name of corporation, The Astoria and Alaska Package Company.

Business, canning salmon and trading. Number of men employed during fishing season, 65; wages paid, from \$1.50 to \$5 per day; quality of labor, 28 Chinamen, 30 Indians, 7 white men; capital invested, \$50,000; products of the industry, 15,240 cases of 48 1-pound cans of salmon of the total value of about \$61,000. The world is our market. Vessels employed in the business: One steamer of 42 net tons tonnage, used for carrying fish and transporting workmen and material. Our goods are carried by the Alaska line of steamers to and from our place of business, aggre-

gating about 800 tons and \$8,000 freight. Our expenses, profits, and losses are so varied that I will pass the question.

Population.—The entire island of Kow, or Kuin, contains about 100 Indians (Kakes) who speak the Thlinket tongue. They are naturally bright, ingenious, and industrious, but completely degraded by the use of alcohol, which they distill themselves from molasses, sugar, flour, etc., and buy from smugglers whisky and other liquors. There are no churches or schools on the island, nor will either or both work the slightest good to these people until alcohol is completely stamped out, and, in fact, it is my opinion that either or both will work a positive injury until this evil, alcohol, is completely stamped out, as under the cloak of religion and the advantages of education they will be able to carry on their horrid practices with less chance of detection. At present they have no religion; are very immoral and dishonest. They have no large villages on the island, but there are one or two houses, and sometimes as high as four, in every bay, of which there are a great many on the island. Their habits and traditions are about the same as the rest of the Thlinket-speaking people. Their chiefs have very little influence over them. They seem desirous of learning English and adopting English ways, especially drinking hot Scotch and playing bacarat.

Missionaries, so far as my observations have gone, have done a great amount of good to the Indians of Alaska, but their influence has never been felt among these people.

The punishment for illicit distilling, as meted out in Alaska, is insufficient to strike terror to the Indian heart; they laugh at the penalty of a few months' imprisonment with plenty to eat.

The wild animals comprise deer, bear, wolf, fox, marten, mink, ermin, otter, beaver. There seem to be no fresh-water fish. The bays and inlets abound in all the fish known in the Alaskan waters. Skins to the amount of about \$3,000 are taken at the Point Ellis store, which probably comprises about one-third of the skin and fur output of the island.

There are no mines being worked. Gold and coal abound, but in what quantities is unknown.

As I have not thoroughly explored the island I can not give a correct answer as to the amount of good agricultural land. There is a large amount of rich summer pasturage and meadows, most of which are tide lands, but there are no winter ranges. I know of about 150 acres of very rich agricultural land, a large portion ready for the plow in one body, and a number of smaller patches in different places. The climate is mild and suitable for most of the hardy cereals, but as a rule it is too moist for good harvesting. All the berries peculiar to Alaska grow in great abundance.

There are no postal facilities; nearest post-office, Killisnoo. About twenty persons would be benefited by a post-office during the summer months and five or six during the winter.

Two steamships entered our port each five times during the summer, and 3 other vessels of small tonnage called in. Our own steamer, the *R. P. Elmore*, was entering in and out almost daily.

JOHN C. CALLBREATH,
Manager of the Astoria and Alaska Pkg. Co.,
Point Ellis, Kow or Kuin Island, Alaska.

Hon. LYMAN E. KNAPP.

APPENDIX D.

KLAWACK, ALASKA, August 18.

DEAR SIR: Yours of June, making inquiry, just received. Will answer to the best of my knowledge.

(1) This is a fish-canning establishment, having in connection a sawmill and store of general merchandise, and owned by a company known as the North Pacific Trading and Packing Company. The capital stock is \$50,000. The company's office is in San Francisco, Cal., to which place the output is shipped. The pack last year was about 10,000 cases and about 100 barrels of salt fish. The pack this year will be about the same. The fish sold ('90) for about \$40,000. They also shipped considerable quantities of peltries, but I am not able to give figures. The number of hands employed this year is 14 white men, whose wages range from \$40 to \$100 per month, and at times as many as 80 natives, who are paid by the day, at 50 cents for boys and girls, to \$1.75 for the best hands. Those who do piecework often make \$2. A few of the natives work in the tin shop and do excellent work.

(2) These people are called Henega, speak the Thlinket language, and number probably 200. They are never all here at one time. There are a number of Hydas here from Howcan in search of employment in the cannery. These people are quiet

and inoffensive when not inflamed with liquor. There has not been any serious trouble here during the past year, although there has been some whisky brought into the community. As to their honesty, some of them can be trusted, but the majority can not resist temptation. They have but little regard for chastity, and I am sorry to have to say that from my own observation, I look upon the whites as largely to blame for this state of affairs. For vileness in their conduct I never could have imagined what has fallen under my observation.

I do not believe the natives realize the sin of adultery, because they see the whites continually committing it. The open shamelessness of this offense is appalling. In some respects they are improving. They are building better houses and dress better. They give fairly good attendance at school at times and have done fairly well in their studies. However, I conclude that a policeman to look after the truants would very much aid me in making the school a success. The chieftanship is but little more than a name since the people have learned that they have really no authority over them.

(3) There is plenty of deer about these islands, many being slaughtered by the natives for the skin. The hunters get a few bears, seals, and land and sea otter; also a few beaver and quantities of mink skins.

(4) I have not heard of any mineral found in paying quantities in this part of Alaska.

(5) From what I have been able to learn, I conclude there is very little land suitable (in this part of Alaska) for agriculture, but for grazing purposes much might be made available.

(6) It would be a great convenience for those upon this side of the island if we could have our mail twice a month. With improved mail facilities there would be more inducement for business.

(7) The amount of freight shipped from this port is about 400 tons, carried by vessels sent by the company from San Francisco.

H. C. WILSON.

Hon. LYMAN E. KNAPP.

APPENDIX E.

DAY SCHOOL.

During the school year ending June 30, steady work has been carried on by our school teacher, Mr. McKee, and his assistants, and we trust fair progress has been made. 167 names were enrolled on the register—91 boys and 76 girls. The average attendance for the year was 67, the lowness of this average being chiefly owing to the prevalence of an epidemic of whooping cough during several months of the year, and partly also to the fact that in many instances the children accompany their parents on their hunting expeditions and when going for work elsewhere.

GIRLS' TRAINING HOMES.

Seeing that the elder lads have the opportunity of attending the Sitka Industrial School, it was thought advisable to give up that branch of the educational work here and to make use of the building formerly occupied by them as a training home for the elder girls; accordingly it was opened as such at the commencement of the winter school term in September last, under the management of Mrs. McKee, and accommodation was provided for 20 girls of ages varying from 14 to 18 years.

During the year a second building has been completed, designed also for 20 girls, and so soon as a suitable teacher can be found for it there will be no difficulty in filling it.

SALMON CANNERY.

Last year a joint stock company, called the Metlakahla Industrial Company, was organized to develop this important industry, many warm friends of the mission in the East being glad of the opportunity thus to help on the work by taking shares in it. Last year only 6,000 cases were put up, and yet over \$10,000 were distributed amongst the people in wages for work both outside and inside the cannery. This year a large addition has been made to the cannery buildings and extra plant purchased, and it is expected that by the end of the season the pack will reach 12,000 cases, and so a proportionally larger amount will be earned by these people, the whole of the work both of fishing and packing being done by themselves, about 200 altogether being employed.

SAWMILL.

A sawmill is absolutely essential to the building up of a new settlement, and is also a very important industry, by giving remunerative employment to a considerable number of people. From our first landing here, in 1887, a small steam-power mill did good service till July, 1889, when it was accidentally burned down, involving a total loss of \$12,000; however, through the kindness of Eastern friends this was in great part made good, and a second was immediately put up with a capacity of 8,000 feet per day, which was double that of the first. Unfortunately, a second fire (also accidental) destroyed this, together with a large quantity of box lumber, in March last, and as yet it has not been replaced, but eventually we shall be obliged to obtain another, as a large amount of building work still remains to be done.

HOUSE BUILDING.

After the return of the people from their summer's work at the canneries on the Skeena and elsewhere building was actively carried on during the fall of last year, and a large number of neat frame houses, some of them quite artistic in style, were erected, making a total of ninety-five up to the present. Many more, however, are still needed before each family is provided with a home of its own, but owing to the loss of the sawmill building operations have to be suspended.

NEW CHURCH.

A commencement has been made with the new church, which is to be a large building 90 by 80 feet, having two corner towers on the front, a clock tower, and a bell tower; it will seat 1,000 persons. The site has already been cleared and prepared, and the heavy timbers necessary for the foundations have been squared and placed on the ground, and a tramroad laid down to facilitate the conveyance of materials to the site; but further progress is delayed by the want of a sawmill.

DRAINAGE.

Just after Christmas each year when all are at home it is the custom for the village council to require all the able-bodied adult males to give a certain number of days free labor, or pay in lieu thereof \$1 per day towards carrying out some public improvement. This year it was decided they should work for five days cutting drains, as this was a work greatly needed. Accordingly the men, to the number of about 150, assembled on the morning of the first day at the bugle sound and were divided up into gangs, and timekeepers appointed, and so the heavy work of cutting main drains (in many places having to cut through or remove large stumps) proceeded during the five days. These drains are cut along the roads running at right angles to the sea front, between each block of four lots (each lot is 80 by 90 feet), and then the owners of any lot can easily drain it when necessary into one of the main drains.

GARDENING.

This spring gardening operations were actively carried on by most of those who have already built on their lots, the lots being in some cases entirely cleared of stumps and in others partially, and the ground planted with potatoes, mainly, but also with cabbage, turnips, carrots, etc.

APPENDIX F.

DISTRICT OF ALASKA,
UNITED STATES ATTORNEY'S OFFICE,
Sitka, Alaska, September 8, 1892.

SIR: The duties of my office have, I regret to say, prevented me from giving in detail the information called for in your letter of August 1, 1892.

It affords me pleasure to say the sentiment against the sale of intoxicants to Indians is decidedly growing. As to the importation, manufacture, and sale of liquors generally there is little improvement in public sentiment. All efforts, and there have been many, to enforce the law have been defeated where the intervention of a jury was necessary.

In regard to "objectionable Indian customs," one of the most pernicious is the one, perhaps, most common to the early white settlers of America, viz, witchcraft. In southeastern Alaska this custom is rapidly disappearing. During the past year there have been few complaints, and I believe no convictions for offenses of this kind.

The Mosaic law, "an eye for an eye and a tooth for a tooth," is a custom and law enforced with oppressive vigor, and, should the offense be committed by a white man against a native they are not particular whose eye or whose tooth is exacted, so long as it be that of a white man. In other words, if a white man kills a native the natives will take the life of an innocent man quite as readily as that of the slayer. This custom is adhered to with great tenacity, and it will take years to eradicate it.

The marriage relation can never be materially improved so long as marriage and divorce in accordance with their customs is recognized. To refuse to recognize such marriages works great hardships. Thousands of children, born in lawful wedlock under the custom of these people, in their very innocence protest against the declaration that such marriages are unlawful and void. Again, many of these people live at great distances from any person authorized to solemnize marriage, and it is hardly to be expected that they will forsake the laws of their own people and then travel hundreds of miles to find some one who will unite them in marriage. This is one of the very serious problems to be solved in dealing with the natives of Alaska.

The sanctity of the judicial oath is violated with discouraging frequency. In fact, an oath has little sanctity to most of these people. Where personal interest, even though slight, intervenes, little regard is given to their oath. So universal is this rule that great difficulty is experienced in convicting anyone of crime upon Indian testimony alone. Convictions for perjury have been had and severe penalties imposed, yet I see little or no improvement.

The attorney's office facilities have been greatly improved within the past three years. Prior to that period the Government had provided no office for the United States attorney, and few facilities for the transaction of business were furnished. Now comfortable quarters are supplied, the necessary equipments and facilities furnished, and the attorney is sustained in all reasonable expenses incurred in the discharge of his official duty.

With this incomplete general review of the questions suggested in your letter I beg to remain,

Very truly, yours,

C. S. JOHNSON,
United States Attorney.

The GOVERNOR.

APPENDIX G.

CUSTOM-HOUSE, SITKA, ALASKA,
COLLECTOR'S OFFICE,
August 26, 1892.

DEAR SIR: In addition to the statistics and information regarding the customs department which you have received from this office, I beg to submit the following:

Among the most important changes made during the last year were the establishing of the two new ports of Mary Island, near the southern boundary, on the inside passage, and Sand Point, on Popoff Island, one of the Shumagin group, in western Alaska, and the making of all ports in Alaska at which customs officers are located practically ports of entry, which was done by the Secretary of the Treasury authorizing the deputy collectors at Mary Island, Wrangel, Juneau, Kadiak, Sand Point, and Unalaska to enter and clear vessels, collect duties, etc. There is now no good reason why all vessels coming to Alaska should not report to some custom-house and transact their business the same as in any other collection district.

In the past, and to a limited extent during the present season, vessels sailing for Alaska from San Francisco, have, by representing to the Treasury Department that great inconvenience would be caused them by being obliged to enter at the custom-house here, had given them a special permit which allowed them to proceed to certain places in this district without reporting to our office. It is by vessels coming in this way that much of the importation of prohibited articles is carried on, and as we have no knowledge of either the inward or outward cargo except by hearsay, we not only lose the supervision of the vessels but the country does not get credit for the commerce which belongs to it, as neither the inward nor outward cargoes are reported. It is a well-known fact that during the present year from 7,000 to 10,000 tons of coal from British Columbia have been imported into Alaska, the duties on which were paid in the Port Townsend district, which in all justice should have been paid in this district.

During the past year new buildings for the use of customs officers were built at Mary Island and Sand Point. This work was done by Mr. D. McPhee, of Port Townsend, at a cost of \$14,800. Repairs to public buildings have been made costing nearly \$5,000. A new building is about completed at Juneau, costing \$8,000. Nearly \$2,000 has been expended for furnishing the different customs offices in this district.

Coal, oil, and miscellaneous supplies have been purchased at an outlay of over \$2,000. Repairs to buildings at Sitka, Wrangel, Unalaska, and Kadiak are under consideration which, if allowed, will cost nearly \$4,000. The amount paid in salaries to customs officers yearly approximate \$17,000. Thus the Government expenditures in Alaska, coming practically through this office, were nearly \$49,000.

The receipts were for—

Duties on imports	\$4, 310. 19
Tonnage tax	490. 27
Wharfage	2, 176. 17
Rents	218. 50
Fines	100. 00
Sale of seized liquors, etc	531. 55
Total	7, 826. 68

The receipts would be about doubled if all duties which properly belong to this district were paid here.

The charge for wharfage, which was formerly \$2 per ton, has been reduced one-half, and \$1 per ton is now collected on all freight except what is for the Government.

Much might be said concerning the needs of this office to enable it to more effectually carry out the customs laws. There is a growing necessity for more officers, and a number of petitions have been presented to the Treasury Department asking that officers be stationed in new localities. Probably some of these will receive attention. The need of a revenue-cutter permanently stationed in these waters, which has always been felt, grows more and more pressing, as the impossibility of getting from one point to another renders the enforcement of revenue, as well as other laws, impossible.

In my opinion that which will best bring about the development and prosperity of Alaska will soonest supply the needs of its officers.

Very respectfully,

EDWIN T. HATCH,
Collector of Customs.

HON. LYMAN E. KNAPP,
Governor of Alaska.

APPENDIX H.

SITKA, ALASKA, *August 25, 1892.*

DEAR SIR: At your kind request the following brief report is submitted. At the Sitka Indian Training School, under the management of the Presbyterian Board of Home Missions, the work seems to be prospering very satisfactorily. Mr. William A. Kelly, for six years its superintendent, resigned in July, 1891, and Mr. Alfred Docking, of Spencer Academy, Indian Territory, was made his successor. Mr. Docking did not reach here until October, and during the interim Rev. A. E. Austin, chaplain of the school, acted as superintendent. In April, 1892, Mr. Docking resigned the same, to take effect July 1, and Mr. Austin was made superintendent, with Mr. R. A. Clark, of the K. S. A. C., as assistant superintendent. During the year the enrollment of the school was—boys, 98; girls, 57; total, 155, the age of the children ranging from 4 to 21. The total number of teachers and employes during the past year was 19. This includes chaplain, nurses, physician, etc. The school work proper has been under the charge of Mrs. M. C. Devore, assisted by Miss Frances Willard. In the school room the children are found to be quite as industrious and as bright as white children, and are especially quick in memorizing. The course of study includes such branches as are usually covered by an ordinary grammar school. Besides this the girls are taught housework in all its branches, laundry work, etc., and the boys carpentry, shoemaking, practical engineering, gardening, etc. One of our boys is very expert in wood carving, and is now engaged on some specimens which will be sent to the World's Fair. There is among the boys an organized brass band of twenty-two members, under the leadership of Mr. Clark. Efforts are being made to secure a new set of band instruments, for the children are unusually quick

in all musical studies and desire better facilities for pursuing such studies than they have at present. One hour a day is devoted to military drill, and two evenings a week to vocal music. The mission buildings include a boys' and a girls' home, two large buildings capable of accomodating 150 of either sex; two industrial buildings, two hospital buildings, laundry, bakery, barn, and necessary outbuildings, a native church with seating capacity of 600, eight cottages occupied by former students of the school and their families, and last but not least in importance and value, a museum building containing a very fine collection of Alaskan curios. We consider our church to be an ornament to our city, and as it was built by our native boys under the supervision of our carpenter, Mr. Shields, it is an object lesson, proving what the native boys can be taught to do. The number of native members on our church roll, 428; baptized, 569; contributed to home missions, \$68.

It seems to me that our most pressing need at present is some law regulating marriage among the natives, and compulsory education. With kindest regards I remain,

Most sincerely, yours,

A. E. AUSTIN,
Superintendent.

Hon. LYMAN E. KNAPP,
Governor of Alaska

R E P O R T
OF
THE PRESIDENT OF HOWARD UNIVERSITY.

HOWARD UNIVERSITY,
Washington, D. C., August 1, 1892.

DEAR SIR: I have the honor to submit to you the following report of the work of this university during the year ending June 30, 1892. As a part of this report you will please regard the catalogue for 1891-'92, which I have the honor also to submit, with the exception of the treasurer's report, which is for the previous year. His report for 1891-'92 I also transmit.

From this document you will see that the seven different departments of the university have been in full and successful operation, with an attendance of 562; an increase of more than 200 during the last two years. One hundred and eleven have completed the course. These students are from the District of Columbia and from almost every State and Territory of the Union, while some are from the West Indies, Africa, and Japan.

The different departments are the industrial, where 42 students have received instruction in printing, 51 in carpentry, 35 in mechanical drawing, 11 in bookbinding, and 33 in tin work; total 172; the carpentry, tinning, and bookbinding being serviceable in repairing the books and the buildings of the university; the normal, in which are trained teachers for common-school work, and where 196 have been in attendance, and 14 have graduated; the preparatory, where students are fitted for college, and where 55 have been in attendance; the college, the medical, the theological, and the law, each of which being devoted to its special work and this year sending forth an aggregate of 86 graduates.

Owing to the fact that the theological department is supported entirely by benevolent contributions, the average expense to the United States Government for our corps of teachers in all departments is less than \$600 apiece.

No tuition is charged to students in the normal, preparatory college, and theological departments. The medical and law departments are supported in part by funds of the university and in part by fees from the students. Ninety per cent of all our pupils thus far have become teachers. Board is furnished at \$8 per month.

During the last year \$24,300 have been expended in the payment of the salaries of the officers, professors, teachers, and other regular employés of the university; for tools, materials, wages of instructors, and

other necessary expenses in the industrial department, \$4,000; for books for library, bookcases, shelving, and fixtures, \$1,000; for material and apparatus for chemical, physical, natural history, and laboratory, \$500; for repairs of buildings, \$2,400; for improvement of grounds, \$1,000; making a sum total of \$33,200. We need the same sum for the next year.

Owing to the increase of students the trustees have been obliged to look to an immediate enlargement of some of the university buildings and the erection of others. (1) The construction of a new law hall in the rear of the present law building—this hall to bear the name of ex-Senator Evarts; (2) the building of an amphitheatre for surgical operations in the medical department, both of which are now in course of erection, partly by gift and partly by our own funds; and (3) the erection of a chapel and library. For this latter purpose, namely, the erection of chapel and library, the trustees would respectfully ask that the sum of \$10,000 be granted by Congress. This, in addition to the appropriation of last year, which was \$33,200, will make \$43,200. This last improvement seems to the trustees to be of vital importance to the growth and prosperity of the university. It can not be made unaided without withdrawing seriously from their needed income.

In closing, please allow me to urge that no work is more important to the welfare of the country than the educational work which we are doing. Nowhere are there better facilities for doing it than in Washington. This capital is the natural place for it. We are trying to do it better and better every year, and every year adds to the number who avail themselves of it.

Respectfully, yours,

J. E. RANKIN,
President,

Hon. JOHN W. NOBLE,
Secretary of the Interior.

HOWARD UNIVERSITY,
Washington, D. C., August 1, 1892.

SIR: In compliance with the conditions of the sundry civil appropriation bill for 1891-'92, requiring the proper officers of Howard University to report to the Secretary of the Interior how the appropriation is expended, I have the honor to submit the following:

The president of the university, who receives \$4,000 per year with the use of a house, was paid from this appropriation	\$2, 800.00
The secretary, treasurer, and business manager, whose annual salary is \$2,000, was paid from this appropriation.....	1, 400.00
Six professors in the college, preparatory and normal departments, whose annual salaries are \$1,500 each with the use of a house, were paid from the appropriation, each, \$1,350.....	8, 100.00
One professor, who received \$1,200 per annum with the use of a house, was paid from this appropriation the sum of.....	1, 080.00
One professor, whose annual salary is \$1,000, received from the appropriation	900.00
Three lady teachers, whose annual salaries are \$800 each, received from the appropriation, each, \$720.....	2, 160.00
One lady, whose annual salary is \$1,000, was paid from the appropriation.....	900.00
One teacher, whose annual salary is \$900, was paid from the appropriation	810.00
One teacher who receives \$700 per annum and one who receives \$600, were paid \$630 and \$540, respectively, from the appropriation.....	1, 170.00
Two lady teachers, who receive \$550 per year each, were paid from this appropriation	770.00
One teacher employed a portion of the time only, and one teacher of typewriting employed a portion of the time, were paid from the appropriation together.....	210.00

It was understood by the Congressional committees that the sum of \$4,000 of the appropriation was to be paid to the professors of the law department of the university. This amount was assigned by the board of trustees as follows:

Two professors who perform the greater portion of the work, each \$1,200.	\$2,400.00
One instructor and lecturer.....	900.00
One instructor and lecturer.....	500.00
One lecturer.....	200.00

Total for salaries.....	24,300.00
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In addition to this the sum of \$525, from the receipts for tuition, was apportioned among the professors of this department, making the total pay of the professors and instructors in the law school as follows:

One professor.....	\$1,500.00
One professor.....	1,200.00
One instructor.....	900.00
One instructor.....	300.00
One lecturer.....	500.00
One lecturer.....	125.00

Total.....	4,525.00
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It will be observed from the terms of the appropriation bill, that the Government does not assume the full salaries of the institution. The Government funds are used in greater or less amounts according to the condition of other funds from which salaries are paid.

The appropriation of \$4,000 for the industrial department was expended as follows:

For instruction.....	\$2,625.02
For janitor and fireman.....	180.00
For lumber and other supplies for carpenter shop.....	324.53
For new type and other furniture for printing office.....	444.60
For paper and other supplies.....	139.57
For supplies for tin shop.....	38.02
For supplies for bookbindery.....	116.45
For fuel.....	131.81

Total.....	4,000.00
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The amount of \$2,400 provided by Congress for repairs of buildings, though less than one-half of what was needed, was used as follows:

Pay of mechanics and laborers.....	\$1,522.90
Plumbing.....	449.61
Repairs of roofs.....	202.35
Lumber.....	150.89
Lime, cement, and paints.....	74.25

Total.....	2,400.00
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The appropriation of \$1,000 for the improvement of grounds was expended as follows:

For paving gutters with cobblestone.....	\$261.20
For connecting the same with sewer, including pipes, traps, and mechanics.....	126.00
For laborers, horses, and carts in grading, graveling, and filling.....	612.80

Total.....	1,000.00
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The sum of \$1,000 appropriated for the library, and \$500 for the laboratory and chemicals, were expended under the directions of the president, the librarian, and the professor of chemistry.

There were purchased during the year 633 volumes of books, ranging in price from 50 cents to \$5 per volume. There were donated to the library 861 volumes, some of which are very valuable.

Eighteen of the popular magazines and periodicals of the day were purchased for the reading room, and will be bound in our manual training school next year, for permanent use in the library.

Nearly 100 of the \$1,000 appropriated for the library, etc., was used for shelving and cases for books.

The following statement of all receipts and expenditures from all sources applicable to current expenses is made a part of this report:

RECEIPTS.

Balance on hand July 1, 1891.....	\$63. 86
From United States:	
For salaries.....	24, 300. 00
Industrial department.....	4, 000. 00
Chemical apparatus.....	500. 00
Library books	1, 000. 00
Repairs.....	2, 400. 00
Grounds	1, 000. 00
From rents	5, 041. 47
From income from invested funds.....	9, 976. 15
From American Missionary Association (including donations and Stone endowment) for theological department.....	4, 600. 00
From donations to other expenses.....	125. 00
From room rents	1, 985. 00
From miscellaneous sources.....	345. 95
From industrial department, proceeds of shops.....	369. 70
From medical department, including \$132 interest on Stevens fund.....	7, 619. 00
From law department, tuition	2, 858. 75
From loan	600. 00
	66, 784. 88

EXPENSES.

Paid officers, professors, teachers, etc., including \$8,519 for pay of medical faculty and other expenses of medical department; \$4,525 for pay of law department instruction; \$587.20 for other expenses of law department; \$4,600 for theological department instruction, and \$1,476.52 for janitors and firemen.....	43, 767. 72
Paid industrial department expenses	4, 211. 54
Paid for chemical apparatus.....	500. 06
Paid for library books	1, 004. 01
Paid for repairs of buildings, labor, etc	6, 065. 24
Paid for fuel and gas.....	1, 220. 65
Paid for improvement and care of grounds	1, 908. 96
Paid for insurance	947. 73
Law department, tuition, and income transferred to law building fund.....	2, 646. 55
Debt of June, 1891, and interest thereon.....	1, 025. 00
Incidental expenses, including \$588.42 for dormitory furniture; \$387.68 for school furniture; \$377.70 for expenses of agent to England and other traveling expenses; \$328.42 for advertising; \$292.68 for postage and telephone services; \$268.31 for diplomas and stationery; \$155 for medical department laboratory; \$219.80 for clerk hire, and \$824.55 for miscellaneous labor and other expenses of a general character.....	3, 442. 56
Balance on hand June 30, 1892.....	44. 86
Total.....	66, 784. 88

Very respectfully, your obedient servant,

J. B. JOHNSON,
Secretary and Treasurer.

Hon. JOHN W. NOBLE,
Secretary of the Interior.

COLUMBIA INSTITUTION FOR THE DEAF AND DUMB.

OFFICERS OF THE INSTITUTION.

Patron.—BENJAMIN HARRISON, President of the United States.
President.—EDWARD MINER GALLAUDET, Ph. D., LL. D.
Secretary.—JOHN B. WIGHT, Esq.
Treasurer.—LEWIS J. DAVIS, Esq.

Directors.—HON. JOSEPH R. HAWLEY, Senator from Conn.; HON. JOHN J. HEMPHILL, M. C. from S. C.; HON. NELSON DINGLEY, JR., M. C. from Me., representing the Congress of the United States. HON. HENRY L. DAWES, of Mass.; HON. WILLIAM E. NIBLACK, LL. D.; of Ind.; REV. BYRON SUNDERLAND, D. D.; HON. JOHN W. FOSTER; HON. J. RANDOLPH TUCKER; JAMES C. WELLING, LL. D.

COLLEGE FACULTY.

President and Professor of Moral and Political Science.—EDWARD M. GALLAUDET, Ph. D., LL. D.
Vice-President and Professor of History and Languages.—EDWARD A. FAY, M. A., Ph. D.
Emeritus Professor of Mental Science and English Philology.—SAMUEL PORTER, M. A.
Professor of Natural Science.—REV. JOHN W. CHICKERING, M. A.
Professor of Mathematics and Chemistry.—JOSEPH C. GORDON, M. A.

Professor of History and English.—J. BURTON HOTCHKISS, M. A.
Professor of Mathematics and Latin.—AMOS G. DRAPER, M. A.
Instructor in Mathematics.—CHARLES R. ELY, M. A.
Instructor in Gymnastics.—ALBERT F. ADAMS, B. A.
Instructor in Drawing.—ARTHUR D. BRYANT, B. Ph.

DEPARTMENT OF ARTICULATION.

Professor in charge.—JOSEPH C. GORDON, M. A.

ASSISTANTS.

Normal Fellows.—PERCIVAL HALL, B. A., Harvard, 1892; JOHN F. BLEDSOE, B. A., Howard, Ala., 1892; ANDREW P. McKEAN, B. A. Williams, 1892; TUNIS V. ARCHER, B. A., Hanover, Ind., 1892.

Instructors.—MARY T. G. GORDON, KATE H. FISH; CHARLES R. ELY, M. A.
Normal Student.—THOMAS S. McALONEY, Science School, Belfast, 1889.

FACULTY OF THE KENDALL SCHOOL.

President.—EDWARD M. GALLAUDET, Ph. D., LL. D.
Instructors.—JAMES DENISON, M. A., Principal; MELVILLE BALLARD, M. S.; THEODORE A. KIESEL, B. Ph.; SARAH H. PORTER.

Instructors in Articulation.—MARY T. G. GORDON; KATE H. FISH.
Instructor in Drawing.—ARTHUR D. BRYANT, B. Ph.

DOMESTIC DEPARTMENT.

Supervisor and Disbursing Agent.—WALLACE G. FOWLER.
Attending Physician.—D. K. SHUTE, M. D.
Oculist and Aurist.—FRANCIS B. LORING, M. D.
Consulting Physician.—N. S. LINCOLN, M. D.

Matron.—Miss ELLEN GORDON.
Assistant Matron.—Miss MARGARET ALLEN.
Master of Shop.—ALMON BRYANT.
Farmer and Head Gardener.—EDWARD MANGUM.

REPORT

OF THE

COLUMBIA INSTITUTION FOR THE DEAF AND DUMB.

COLUMBIA INSTITUTION FOR THE DEAF AND DUMB,
Kendall Green, Washington, D. C., October 14, 1892.

The pupils remaining in this institution the 1st of July, 1891, numbered 88; admitted during the year, 22; since admitted, 30; total, 140. Under instruction since July 1, 1891, 104 males; females, 36. Of these, 86 have been in the collegiate department, representing twenty-six States, the District of Columbia, and Canada, and 54 in the primary department.

A list of the names of the pupils connected with the institution since July 1, 1891, will be found appended to this report.

HEALTH.

No serious cases of illness have occurred among the pupils during the year. Excellent health has been the rule, exceptions to which have been slight.

COURSE OF INSTRUCTION AND LECTURES.

No essential change has taken place in the general course of instruction since 1887, when in our thirtieth report a detailed statement of the branches taught in both school and college was published.

During the past year special lectures have been given as follows:

IN THE COLLEGE.

James Russell Lowell, by Prof. Fay.
Arago, by Prof. Draper.
Values in the Education of the Deaf, by President Gallaudet.
The Oldest Language, by Prof. Hotchkiss.

IN THE KENDALL SCHOOL.

An Ocean Story, by Mr. Denison.
Peter the Great, by Mr. Ballard.
Benedict Arnold, suggested by a visit to West Point, by Mr. Kiesel.
John Brown, by Mr. A. Bryant.
Admiral Nelson, by Mr. Barton.
Adventures in Africa, by Mr. Round.
Tom, a bad boy, by Mr. Whildin.
A Magic Lantern Exhibition, by Mr. Long.

THE NORMAL CLASS.

More than twenty years ago, in our tenth annual report, the importance of making special provision for the training of teachers of the deaf in connection with this institution was urged, and two years ago in our thirty-third report this matter was again alluded to.

Circumstances favored the formation of a small normal class last year, and six hearing young men with one young lady were afforded opportunities during the entire school year of becoming acquainted with the existing methods of instructing the deaf.

The young men were all graduates of colleges, and the young lady was a graduate of the Boston High School.

All the members of the class were recommended by heads of schools for the deaf in this country as being likely to succeed in the work of teaching the deaf.

The work of the class was laid out and directed by Prof. Gordon, who has charge of our department of articulation.

This work included careful training in oral teaching by Miss Kate H. Fish, formerly of the Clarke Institution, whose practice is based largely on the German method; instruction in Bell's Visible Speech, by Miss Mary T. G. Gordon, who has taught articulation for many years with success in our Kendall school; a course of lectures on visible speech, given gratuitously by the eminent author and inventor of the system, Prof. Alexander Melville Bell; a course of lectures on the anatomy and physiology of the vocal organs, by Prof. A. Hewson, M. D., of Jefferson Medical College, Philadelphia; a course of lectures in laryngoscopy by Dr. W. K. Butler, of Washington, D. C.; lectures by the president of the college, and by Profs. Gordon, Porter, and Chickering, of our faculty; a lecture by Dr. Isaac Lewis Peet, of the New York Institution for the Deaf and Dumb, and an extended course of lessons in the language of signs, by Mr. Melville Ballard, of the faculty of our Kendall school.

Besides the special training afforded by these lectures and lessons, the class had ample opportunity for observing the processes of instruction actually going on in our college and school, where pupils of all possible grades in both manual and oral work were being taught.

Extended courses of reading were pursued by the members of the class, as marked out by Prof. Gordon, and our ample library of special works relating to the deaf and their education, unequalled in this country, afforded valuable opportunities for professional research.

The members of the class who had received the Bachelor's degree before coming to us received the degree of Master of Arts at the close of their year's study, and the young lady was given a diploma of honorable graduation.

The belief of our directors and faculty that specially trained teachers of the deaf would be in demand was fully sustained by the prompt engagement of the members of our first normal class as instructors.

One went to New York City, one to Philadelphia, one to Chicago to be principal of the day school for the deaf, one to Faribault, Minn., one to Colorado Springs, Colo., one to Austin, Tex., and one was needed in our own college faculty.

Besides our seven normal graduates our college furnished four other teachers of the deaf from its graduating class of the year just past. Two of these went to North Dakota, one to Florida, and one, the valedictorian, has been made the principal of the day school for the deaf in Evansville, Ind. A fifth member of our graduating class was offered a

teacher's position in a western school, but declined it, to engage in business.

The success of the first year's work of our normal department has been so marked that a second normal class has been formed, consisting of five young men, four of whom are graduates of American colleges, and one a young teacher of the deaf from Belfast Ireland, who is desirous of acquainting himself with American methods.

THE DEPARTMENT OF ARTICULATION.

When the scheme for the establishment of a normal department was first definitely proposed two years ago, it was part of our plan to make use of the normal students, who were to be persons possessed of all their faculties, as instructors of speech and speech-reading to the students of the college.

This purpose was fully carried out last year, and we were thus able to make the aggregate of speech-teaching afforded much greater than it could otherwise have been.

The members of the normal class began giving instruction in articulation within a short time after the opening of the term, and the value of their work in this branch increased with each week of added experience and training.

Few young teachers, if any, have enjoyed opportunities so favorable to the mastering of the theory as well as the practice of articulation-teaching. The course of study included Arnold's Manual (the most complete exposition of the oral method), Tarra's Exposition of the Pure Oral Method, Hill's Treatise, Goguet's Elements of Phonation, Prof. A. Melville Bell's latest exposition of Visible Speech, Dr. A. Graham Bell's lectures upon the same subject, Mr. David Greenberger's Expositions of the "German" Method and of the "Word-Method," Miss Moffatt's papers upon "Lip Reading," the standard text-books upon the anatomy and physiology of the vocal organs, and much other reading, in addition to Dr. Hewson's anatomical lectures and the lectures of Prof. A. M. Bell, Prof. E. B. Warman, and Prof. Samuel Porter upon phonetics, and months of class-room and observation work under Miss Gordon and Miss Fish.

To the members of the normal class were given small classes of speaking deaf students for practice in speech and speech-reading, and also to everyone was assigned at least *one* of the beginners in speech. While every opportunity was afforded for consultation with experienced teachers and assistance in overcoming difficulties arising in practice, the young instructors were expected to develop for themselves methods of procedure, and in weekly written reports to give memoranda of the work of each day.

From the reports on file and the examinations at the close of the year a fair idea may be gained of the manner in which the work was carried on and the degree of success with which it was attended. In this department the retrospect for the year both in the Kendall School and in the college justifies reasonable expectations.

In the Kendall School thirty-five pupils, divided into nine classes for the purpose, received daily instruction in speech and speech-reading.

The work was prosecuted with energy and skill by the teachers and with unflagging interest and application by the pupils. While the general results may not greatly surpass those of former years, it is gratifying to note a growing tendency to the use of speech wherever available as a means of communication upon the part of many of the pupils.

In the college all the students in attendance, sixty-four in number, were assigned to twenty-two classes for instruction and practice in speech and speech-reading.

Twenty-eight of these were without speech, and twenty-three had received no instruction whatever in this subject; the remaining thirty-six possessed speech in degrees varying from the barely intelligible utterance and limited vocabulary of early childhood to that of colloquial English free from marked peculiarities.

Twenty students who became deaf between the ages of six and eighteen years could use speech readily, and six of these could understand the speech of hearing persons under favorable conditions. Of these six, three had considerable hearing. In one case the hearing was improving, in another it was believed to be growing worse, and in the third there was no perceptible change.

One of the six was in the introductory class, two were freshmen, one a sophomore, one a junior, and one a senior.

Though the teaching of speech and the formation of the speech habit is the work of the schools rather than of the college, the deficiencies and needs of our students have been so marked that every student, without an exception, has been encouraged and induced to enter the classes in speech and speech-reading. In not a few cases this involved considerable inconvenience, if not actual hardship to very busy students. This is especially true of the adult beginners who consented to undertake the arduous experiment of learning to speak and "read the lips." No less than twenty-eight of these had reached an age at which Arnold of Riehen, the weightiest authority in the world among "pure oralists," held that it was impossible to learn to speak.

The ages at which these adults became deaf were approximately as follows:

At birth.....	7
One year	2
Two years	6
Three years.....	5
Four years.....	4
Five years.....	4

The laryngoscopic examination, made by Dr. W. K. Butler and members of the normal class, revealed the interesting fact that in a number of cases the larynx was undeveloped, and in fact in an infantile or almost rudimentary condition. Another interesting fact is that the average lung capacity of the ten best-developed deaf students in the college was found to be 11.5 cubic inches less than that of the corresponding number of nearest approximate heights and weights in a class in Yale University.

Whether this year's work has had an appreciable effect upon the larynx and lungs has not been determined.

Among the beginners the most discouraging case was that of a young man born deaf, and at twenty-one years of age without a vestige of hearing. After three weeks' instruction an observer wrote:

A is a problem. He has very little power of imitation and still less memory, and to make matters worse, he is very slow in understanding what is wanted. His lack of memory [of positions] probably has the most effect, for even when he does get an element right he can not remember the position in order to repeat it. His improvement is almost imperceptible.

Three weeks later: "A has made considerable progress. The sentence, 'I have some teeth,' was given to him and repeated by him fairly well." A week later, "A has improved considerably, but it is slowly and step by step." At the June examination this unpromising student

read from his teacher's lips 697 words, with 9 failures, and spoke 685 words, with 46 failures.

The following table will serve to illustrate the progress made by adult beginners who had had no previous instruction in speech and speech-reading. In this examination three trials were permitted before scoring a "failure."

Student.	Age at loss of hearing.	Words spoken correctly.	Failures.	Words read from lips cor- rectly.	Failures.
	<i>Years.</i>				
A	0	627	58	703	3
B	0	1, 138	60	166	16
C	0	685	46	697	9
D	3	754	14	647	38
E	2	1, 098	100	1, 027	169
F	2½	1, 055	143	145	20
G	2½	798	400	250	161
H	5	768	24	690	37

The record of the others presents similar results. In short, every one of these adults acquired the ability to speak simple words intelligibly, and to frame simple sentences, but in general the speech-reading has not kept pace with the speech. In view of the age and advanced standing of some of these students, and the little use that others will make of speech, it may not be advisable to continue this experiment in every case, though it has demonstrated that everyone might have acquired speech and the speech habit under skillful teaching in early life. The work in the advanced classes has served to preserve the speech, to improve its quality, to encourage its use, and to develop in many considerable facility in "lip-reading."

In the June examination seventeen students read nearly one thousand words each from the lips. Two of the exercises used in the examination in "lip-reading" will be found in the Appendix.

In the course of the year's work in this department the intellectual value of faithful effort in articulation and reading the lips has been apparent.

As a mental gymnastic it may be accorded a high rank among disciplinary studies.

We have spoken at such length of the department of articulation lately established in the college for the reason that in recent years not a few deaf young people educated in oral schools, of sufficient intelligence to enter with great profit upon the course of study offered in our college, have been dissuaded from seeking admission here.

It is, perhaps, not surprising that in former years when no instruction in speech was given in the college, the friends of deaf children who had been educated wholly under the oral method were reluctant to send those so taught to a college where the recitations were mainly conducted by means of the manual alphabet. Their fear was that the influence of such surroundings would impair, through disuse, the power to speak and read the lips, gained through many years of effort in oral schools.

Reasonably grounded as this fear may seem, it is true that a considerable number of deaf youth, previously trained in oral schools, have been students of the college, who, according to the testimony of their friends, have suffered no impairment of their powers of speech growing out of their connection with the college, even though while they were here no instruction in speech was afforded them.

If the mere statement of this fact does not disarm the fears to which allusion has been made, they certainly need be entertained no longer when the workings of our new department of articulation are understood.

It is the purpose of the directors to provide means for the preservation, unimpaired, of any power to speak and read from the lips, which any student may bring to the college.

If the measures now employed fail of this result, others will be resorted to; and should it become at any time evident that the interests of any considerable number in the college would be advanced by the establishment of classes in which the recitations should be conducted orally the means for providing such classes will be sought.

PUBLIC EXERCISES OF PRESENTATION DAY.

The annual public exercises of the college took place on the 4th of May, and were presided over by the Hon. John W. Noble, Secretary of the Interior.

The Rev. George W. Douglass, D. D., rector of St. John's church, offered prayer, and the essays of the graduating class were as follows:

Oration.—The Australian Colonies, Amos Barton, Maine.

Dissertation.—An International Court, Ellsworth Long, Kansas.

Dissertation.—The Progress of Liberty in Europe, Martin Milford Taylor, New York.

Oration.—The Influence of Natural Scenery upon Character, Alto May Lowman, Maryland.

Dissertation.—The Age of Electricity, Benjamin Franklin Round, Wisconsin.

Oration.—The Future of our Nation, Oliver John Whildin, Pennsylvania.

Oration.—The Place of Lessing in German Literature, Paul Lange, jr., Iowa.

Mr. George Ray Hare of Michigan, B. A., Amherst, 1890, one of the normal fellows, read an essay on the life and services of the Abbe de l'Épée, founder of deaf-mute education in France.

Candidates for degrees recommended by the faculty were presented to the board of directors as follows:

Degree of Master of Arts.—Robert P. McGregor, Ohio, B. A., National Deaf-Mute College, 1872.

Normal Fellows.—Charles R. Ely, B. A., Yale, 1891. George R. Hare, B. A., Amherst, 1890. Oscar Vaught, M. A., DePauw, Ind., 1890. Guy M. Wilcox, B. A., Carleton, Minn., 1891. Joseph A. Tillinghast, B. S., Davidson, N. C., 1891. Wirt A. Scott, B. A., University of Mississippi, 1891.

Degree of Bachelor of Arts.—Paul Lange, jr. Benjamin Franklin Round, Martin Milford Taylor, Oliver John Whildin.

Degree of Bachelor of Science.—Amos Barton, Ellsworth Long.

Degree of Bachelor of Philosophy.—Alto May Lowman.

Normal Student. — — — — — Annie E. Jameson, Boston High School, 1889.

In presenting the candidates for degrees the president of the college spoke of the normal department, of the department of articulation, both of which are new features of the work of the college, and of the interesting fact that Miss Lowman, a candidate for the degree of bachelor of philosophy, was the first young lady who had completed a course of study in the college meriting a degree. The conferring of the honorary degree of master of arts on Prof. Enoch H. Currier, an instructor in the New York Institution for the Deaf and Dumb, was announced.

The honorable Secretary of the Interior, and the Hon. Charles E. Hooker, member of Congress from Mississippi, made short addresses of congratulation to the candidates for degrees, expressing in eloquent terms their great interest in the growing work of the college.

The exercises were closed with the benediction by Rev. Thomas Galaudet, D. D., rector of St. Ann's Church for Deaf Mutes, in New York

City. At the close of the academic year degrees were conferred in accordance with the recommendations made on presentation day.

RECEIPTS AND EXPENDITURES.

The receipts and expenditures for the year under review will appear from the following detailed statement:

SUPPORT OF THE INSTITUTION.

RECEIPTS.

Balance from old account	\$1, 586. 26
Received from Treasury of the United States	61, 000. 00
Received for—	
Board, tuition, and room rent	6, 186. 84
Work in shop	246. 90
Old metal	14. 27
Damage to grounds	4. 45
Received from manual-labor fund	316. 40
Received for hay and vegetables sold	145. 78
	69, 500. 90

EXPENDITURES.

Expended for—	
Salaries and wages	35, 369. 10
Miscellaneous repairs	2, 528. 71
Sewerage	1, 153. 58
Plumbing	237. 55
Steam heating	1, 512. 65
Painting	580. 07
Household expenses, marketing, etc	3, 765. 89
Meats	4, 652. 70
Groceries	3, 310. 72
Bread	1, 341. 36
Butter and eggs	2, 477. 08
Medical attendance	349. 00
Telephone rental	113. 10
Furniture	681. 23
Lumber	504. 51
Dry goods	906. 34
Gas	1, 117. 00
Paints, oil, etc	313. 37
Feed	1, 036. 80
Printing	317. 95
Medicines and chemicals	276. 29
Books, stationery, and drawing materials	418. 06
Hardware	341. 52
Fuel	2, 551. 31
Plants	71. 80
Blacksmithing	126. 88
Wagon repairs	98. 00
Ice	314. 52
Manure	127. 60
Live stock	302. 90
Harness and repairs	95. 22
Seeds, etc	131. 46
Entertainment of pupils	65. 00
Incidental expenses	103. 99
Crockery, etc	481. 63
Traveling expenses of pupils	23. 70
Stamped envelopes	21. 80
Potatoes	57. 00
Lectures	242. 40
Expenses board of directors auditing accounts, etc	370. 00
Apparatus for teaching articulation	130. 75
Traveling expenses of delegate to Lake George convention	40. 90
Balance	839. 46
	69, 500. 90

ESTIMATES FOR NEXT YEAR.

The following estimates for the fiscal year ending June 30, 1894, have already been submitted:

For the support of the institution, including salaries and incidental expenses, for books, illustrative apparatus, and for general repairs and improvements, \$63,000.

For the inclosure and improvement of the grounds and for special repairs on the buildings, \$3,000.

The estimate for current expenses is larger by \$2,000 than that for the current fiscal year.

This addition is made necessary by the steady increase in the number of students in our collegiate department, growing out of the action of Congress in the act approved August 30, 1890.

Last year the number of students reported as connected with the college was sixty-six; this year it is eighty-six, and we have every reason to believe the increase next year will be as great as that of the present.

The amount asked for the inclosure and improvement of grounds and repair of buildings is to meet needs of a most pressing character.

The matter of greatest importance is the erection of a substantial fence on the west, north, and east sides of the grounds of the institution.

The existing fence is in ruins, having been erected about twenty years ago, and affords no protection whatever against trespassers. A portion of the grounds lying along the line of the Baltimore and Ohio Railroad is entirely uninclosed.

CONFERENCE OF PRINCIPALS OF AMERICAN SCHOOLS FOR THE DEAF.

A meeting of the heads of schools for the deaf in the United States and Canada, held at Colorado Springs, Colo., was attended by thirty-two principals and superintendents in active service, besides ex-principals, ex-superintendents, members of boards of trust, State officers, and invited guests, making the total attendance seventy-nine, all of whom were entertained most hospitably by the State School for the Deaf and the Blind.

This institution was represented by its president as an active member and by Profs. Fay and Gordon as honorary members.

Many subjects of importance in the work of educating the deaf were presented and discussed, and the meeting was one of more than usual interest.

The president of this institution read a paper describing the recent extensions of the work of the college, and during a discussion which followed, Mr. S. T. Walker, superintendent of the Kansas School for the Deaf, offered the following preamble and resolution, which were adopted:

Whereas the location of the National Deaf Mute College is so far from the geographical center of the nation as to preclude, by the expense of travel, the attendance of many worthy graduates of our Western schools; and

Whereas it is in many States impossible to secure from the local authorities the necessary assistance to enable students to gain a higher education:

Resolved, That this conference earnestly urge upon the authorities of the college the justice of immediate provision to remedy this condition.

The directors recognize the difficulty suggested in the above resolution, but have not been able to reach a conclusion, at the date of this

report, as to their duty in the premises. They will give the matter due consideration.

Another subject of interest and importance occupied the attention of the conference.

This was an offer from Dr. S. H. Peabody, director of the Department of Liberal Arts in the Columbian Exposition, of floor space for the purpose of making a very full exhibit of the work of the schools for the deaf in this country; this exhibit to include the actual illustration of the processes of teaching by the presence of pupils, with their instructors, of many of the schools.

Dr. Peabody's proposal was favorably received by the conference, and an effort will be made to carry this scheme into effect. The directors are of the opinion that, should these efforts seem likely to prove successful, this institution ought to take its proper part in such an exhibition, especially as to its more advanced department, which still remains the only college for the deaf in the world.

MEETING OF TEACHERS OF SPEECH AT LAKE GEORGE.

The second summer meeting of the American Association for Promoting the Teaching of Speech to the Deaf was held at Lake George early in July, and was largely attended by teachers of speech and others. This institution was represented by its president, Prof. Chickering, and Misses Gordon and Fish.

With the impetus afforded by the meetings and publications of this association, it is to be hoped that the day is not distant when every deaf child in our country may be afforded an opportunity to learn to speak.

This policy was recommended twenty-five years ago in our tenth annual report, and it is gratifying to believe its adoption will soon become general.

All of which is respectfully submitted, by order of the board of directors.

EDWARD M. GALLAUDET,
President.

Hon. JOHN W. NOBLE,
Secretary of the Interior.

APPENDIX.

CATALOGUE OF STUDENTS AND PUPILS.

IN THE COLLEGE.

From Colorado.

Paul D. Hubbard.
Max Kestner.

From Connecticut.

Harry S. Lewis.

From Delaware.

Bertha M. Whitelock.

From Georgia.

Albert H. Sessoms.
Albert F. Stansell.
Maggie K. Magill.

From Illinois.

Charles D. Allard.
Lulu O. Herdman.
Charles D. Seaton.
William I. Tilton.
Clarence A. Murdey.
Frank E. Sahlberg.
George B. Whitlocke.

From Indiana.

Theodore Holtz.
John Walsh.
Alfred H. Robbins.

From Iowa.

Paul Lange, jr.
David Ryan.
Augusta Kruse.
Christina Thompson.
John N. Brinkman.
Sidney E. Thomas.
William Miles Wright.
Arnold Kiene.
Fred E. Ward.
William G. Ashman.
John H. Brockhagen.
George H. Cummings.
Elijah A. Kile.

From Kansas.

Ellsworth Long.

From Kentucky.

Max Nathan Marcossou.
David Ware Wilson.
William E. Dudley.
Reuben R. Herron.
Robert Zahn.

From Louisiana.

Ross E. Nicholson.

From Maine.

Amos Barton.

From Maryland.

Alto M. Lowman.

From Michigan.

James M. Stewart.
Harry L. Stafford.

From Minnesota.

Ralph H. Drought.
Jay C. Howard.
Herbert C. Merrill.
Thomas Sheridan.
James S. Bowen.
Louis A. Roth.

From Missouri.

Hannah Schankweiler.

From Mississippi.

Hiram T. Wagner.

From Nebraska.

Louis Andrew Divine.
George W. McDonald.

From New York.

Philip H. Brown.
 Bertha Block.
 Mary Martin.
 Martin Milford Taylor.
 Nellie C. Price.
 Josephine M. Daly.
 Clarence A. Boxley.

From New Jersey.

Minnie G. Mickle.

From New Mexico.

Pedro R. Sandoval.

From North Carolina.

Ernest Bingham.

From Ohio.

Theo. Christian Mueller.
 Frank J. Brenan.
 Franklin C. Smielau.

From Pennsylvania.

Lily Amabel Bicksler.
 Harvey De Long.
 George F. Grimm.
 G. Y. Hosterman.
 John A. McIlvaine.
 John Mutchler Kershner.
 Andrew J. Sullivan.
 Agatha M. Tiegel.
 Oliver J. Whildin.
 Laura V. Frederick.
 Mary A. Gorman.
 Harvey W. Peter.
 William J. Hayes.
 Emma R. Kershner.

From Tennessee.

Alton Odom.

From Texas.

Michael Madden.
 Robert M. Rives.

From Wisconsin.

William H. Cusack.
 Richard Wallace Williams.
 Benjamin F. Round.

From Canada.

Alfred Harper Cowan.

From the District of Columbia.

Wm. H. Bartlett.

IN THE PRIMARY DEPARTMENT.

Females.

Mary Jane Booth, District of Columbia.
 Iva Cole, Montana.
 Annie Couture, Montana.
 Jennette L. Dailey, District of Columbia.
 Sarah L. Dailey, District of Columbia.
 Katharine Fogarty, District of Columbia.
 Sarah Fleming, Delaware.
 Lena Flesher, Montana.
 Nellie Lynch, Delaware.
 Laura Mayer, Delaware.
 Mabel Magee, Delaware.
 Gertrude Parker, Delaware.
 Millie Searles, Montana.
 Gertrude E. Schofield, District of Columbia.
 Mary Spurry, Delaware.
 Mary D. K. Sendkind, District of Columbia.
 Olive Small, District of Columbia.
 Carrie Strong, District of Columbia.
 Nettie Whitelock, Delaware.

Males.

Richard J. Allen, England.
 William Anderson, England.
 William Brown, District of Columbia.
 William H. Bartlett, District of Columbia.
 Howard Breeding, Delaware.
 William H. Catlett, District of Columbia.
 Frank Carroll, District of Columbia.
 Harry H. Carr, District of Columbia.
 George R. Courtney, District of Columbia.
 Hugh Dougherty, District of Columbia.
 J. Clarence Dowell, District of Columbia.
 Albert Foskey, Delaware.
 Charles T. Faller, Tennessee.
 Eugene C. Hannan, District of Columbia.
 Frederick Hall, District of Columbia.
 Herbert Jump, Delaware.
 James Kirk, Connecticut.
 George E. Keyser, District of Columbia.
 Charles H. Keyser, District of Columbia.
 Mark C. Knighthart, Illinois.
 Jos. M. Landon, District of Columbia.
 William Lowell, District of Columbia.
 Simon Mundheim, District of Columbia.
 Joseph L. Norris, Virginia.
 Alfred H. Robbins, Indiana.
 Walter B. Rosson, Tennessee.
 Carl Rhodes, District of Columbia.
 George Richardson, District of Columbia.
 Roy J. Stewart, District of Columbia.
 Joseph E. Sherman, Massachusetts.
 Richard T. Thomas, District of Columbia.
 William W. Thomas, New York.
 Jesse T. Warren, Tennessee.
 Joseph M. Wertzowski, Delaware.
 James Woody, District of Columbia.
 Kenneth White, District of Columbia.

SPECIMENS OF EXAMINATION EXERCISES IN SPEECH-READING OR
LIP-READING IN THE COLLEGE.

[NOTE.—The first paper is extracted from an examination of beginners' classes at the end of the year. The second paper is taken from an examination of the more-advanced classes and is composed almost entirely of new matter. Previous to the examination a classified printed list of about 1,200 monosyllabic words was used for drill exercises in speech-reading and in speech. Copies of this list will be furnished upon application.]

I.—EXTRACTS FROM EXAMINATION EXERCISE OF BEGINNERS IN SPEECH-READING.

I am well. I am happy. I am warm. Are you well? Are you warm? How do you do? I love them. What is your name? Where do you live? How old are you? Have you a brother? Have you a mother? Have you any sisters? How many brothers have you? Can you see me? Thank you. What is that? What is it for? How much is it? Look at me. I have a large book. May I go out? Call the boys. You may shut the door. With pleasure. I see six boys. He is quite well. Come to me. When are you going home? Can I help you? Where have you been? What is the matter? That is too bad. That is funny. No matter. I love my mother. I love my father. Why not? Shall I go with you? What have you? I have a pencil. I am happy to see you. That is all. How far may we go? Do you love him? I saw my mother. Where were you? I went home. What time is it? How far is it? I never saw your brother. Do not wait for me. I do not know. Are you better? Yes, I am. Will you go with me? Do not stay long. Are you happy here? All right. Be careful. Brush your clothes.

II.—EXTRACTS FROM EXAMINATION EXERCISES OF ADVANCED CLASSES IN SPEECH-READING.

Have you seen the morning papers? What is the news? Did you go to the city yesterday? What is the fare to Philadelphia? Are you going to Chicago, New York, Boston, Baltimore? This train stops five minutes. Passengers for New York, keep your seats. All for Baltimore take the rear car. All out for Baltimore. Stay where you are. You can't stop over on this ticket. This is not your train. The train for Pittsburg is two hours late. This is the limited express. No, you will not change cars. The blue cars run to the depot. Take the green cars for Georgetown. You change cars at Baltimore and Harrisburg. Mr. Parke's office is in the Potomac station, upstairs, last door to the left. Your baggage is checked to Chicago. You will get a transfer check on the train, but, remember, you must claim your baggage at the C., B. and Q. station and get it rechecked for Council Bluffs. I thought you were going to Council Bluffs; then recheck to Omaha. Yes, the Rock Island is just as good a route. The fare is the same either way. You are not coming back? Well, good bye; luck to you.

REGULATIONS.

I. The academic year is divided into three terms, the first beginning on the Thursday before the last Thursday in September and closing on the 24th of December; the second beginning the 2d of January and closing the last of March; the third beginning the 1st of April and closing the Wednesday before the last Wednesday in June.

II. The vacations are from the 24th of December to the 2d of January and from the Wednesday before the last Wednesday in June to the Thursday before the last Thursday in September.

III. There are holidays at Thanksgiving, Washington's birthday, Easter, and Decoration Day.

IV. The pupils may visit their homes during the regular vacations and at the above-named holidays, but at no other time, unless for some special, urgent reason, and then only by permission of the president.

V. The bills for the maintenance and tuition of pupils supported by their friends must be paid semiannually, in advance.

VI. The charge for pay pupils is \$250 each per annum. This sum covers all expenses in the primary department except clothing, and all in the college except clothing and books.

VII. The Government of the United States defrays the expenses of those who reside in the District of Columbia, or whose parents are in the Army or Navy, provided they are unable to pay for their education. To students from the States and Territories who have not the means of defraying all the expenses of the college course the board of directors renders such assistance as circumstances seem to require, as far as the means at its disposal for this object will allow.

VIII. It is expected that the friends of the pupils will provide them with clothing, and it is important that upon entering or returning to the institution they should be supplied with a sufficient amount for an entire year. All clothing should be plainly marked with the owner's name.

IX. All letters concerning pupils or applications for admission should be addressed to the president.

X. The institution is open to visitors during term time on Thursdays only, between the hours of 10 a. m. and 3 p. m. Visitors are admitted to chapel services on Sunday afternoons at a quarter past 3 o'clock.

XI. Congress has made provisions for the education, at public expense, of the indigent blind and the indigent feeble-minded of teachable age belonging to the District of Columbia.

Persons desiring to avail themselves of these provisions are required by law to make application to the president of this institution.

REPORT

OF THE

FREEDMEN'S HOSPITAL.

FREEDMEN'S HOSPITAL,
Washington, D. C., August 20, 1892.

SIR: I respectfully submit the annual report of this hospital and dispensary for the fiscal year ending June 30, 1892. The whole number of patients admitted and treated in the hospital was 2,539; of this number 569 were white, and 1,970 were colored; of the white, 445 were males and 124 females; of the colored, 950 were males and 1,020 females.

In the dispensary attached, 4,770 were prescribed for. The cases treated were surgical, medical, and obstetrical. The number of surgical operations performed were 300, as follows:

Amputation of leg, 4; amputation of arm, 1; excision of sebaceous tumor of shoulder, 1; of sebaceous tumor of scalp, 1; of malignant tumor of axilla, 1; of polypus tumor, 1; of tumor of neck, 1; reduction of dislocation of shoulder, 5; of dislocation of jaw, 2; of dislocation of elbow, 2; of dislocation of wrist, 1; setting of fracture of inferior maxillary, 1; of fracture of humerus, 4; of fracture of clavicle, 4; of fracture of rib, 6; of fracture of radius and ulna, 2; of fracture of femur, 5; of tibia, 2; of tibia and fibula, 5; of compound fracture of tibia and fibula, 1; of compound comminuted fracture of tibia and fibula, 2; of fracture of patella, 1; gunshot wounds, 22; incised wounds, 31; lacerated wounds, 31; contused wounds, 48; punctured wounds, 15; excision of hypertrophied tonsils, 2; of hypertrophied clitoris, 1; ranula, 1; of syphilitic condylomata, 2; of condylomata around anus, 1; of fibroid tumor of uterus, 1; extraction of cataract with iridectomy, 3; iridectomy for glaucoma, 1; paracentesis of cornea, 1; removal of tarsal tumor, 6; abscess of lid, 4; removal of pterygium, 2; enucleation of eyeball, 1; slitting the canaliculus, 1; extracting foreign body from ear, 2; removal of ceruminous deposit, 4; mucocoele, 1; evisceration of eyeball, 1; scarification of conjunctiva, 2; cauterization of corneal ulcer, 1; paracentesis abdominis, 1; phimosis, 10; paraphimosis, 1; stricture of urethra, 2; hydrocele, 1; fistula in ano, 5; abscesses, 41; curvature of spine, 1.

I submit tables marked A, B, C, D, E, F, G, H, and I; these tables give a comprehensive statement of the work performed during the year; the causes of death, diseases, occupation, nativity, and number admitted each month is set forth in them. To table B I invite special attention as it shows the condition of many admitted, that they were really dying at the time of application.

Upon the recommendation of the Commissioner of Pensions 170 ex-soldiers were provided for.

The secretary of the Board of Managers of the National Soldiers' Homes gave orders for the admission of four pensioners, for which the hospital received a compensation of \$47.20.

The sanitary condition of the hospital will compare favorably with former years. The deportment of the patients has been good. While there has been an unusually large number of cases of scarlet fever and diphtheria in the city, I did not have many applications for admission of this class of patients. Only two were cared for in the building erected for the treatment of contagious diseases; the expense of nursing them was met by the District government. Other cases were refused admission, as the hospital possessed no means out of which nurses could be paid to attend them.

The eye and ear clinics have been continued under the care of Dr. E. Oliver Belt; as he is a specialist and quite skilled, I have found him to be a valuable addition to the staff. A report of his cases will be found in the table marked I. Dr. Belt receives no compensation other than the pleasure of instructing the young and deserving students of medicine connected with the Howard University.

Owing to the increase in number of obstetrical cases I have been compelled to enlarge the ward reserved for this purpose. The tables will show there were 226 of these patients; with a few exceptions the children born (white and colored) were illegitimate. I feel it my duty to call attention to the importance of there being some legislation in reference to compelling the fathers of these children to contribute to their support; my observation is that the mothers bear the sole responsibility of caring and providing for their offspring.

In my report a year ago I called attention to the importance of new wards being erected of brick, with modern improvements. There is no way of obtaining them other than by appealing to the generosity of the Government. In my estimates for another year I shall again include the cost of one building and thus make a beginning. I have been successful in securing from Howard University an appropriation of several thousand dollars for the erection of an operating amphitheater. A room of this kind, built in accordance with accepted plans of the day, has long been needed. I am pleased to say the building is nearing completion, and by November 1 will be ready for use.

The appropriations for the present fiscal year will not admit of some necessary improvements; it is very important that there should be a new storehouse for coal; the present structure is very old, of frame, and unsafe.

The appropriation admits of a small increase of pay to the nurses, laborers, and cooks, who were very poorly paid for the services they rendered.

In the future the estimates are to be included in those of the District of Columbia. I sought to prevent having the change made from the usual method. I do not think the District of Columbia should be compelled to pay half of the expense of this hospital; the patients, as a rule, come from all parts of the United States; many of them are soldiers. The national character of the institution should be maintained; there is more than merely the hospital feature involved; here many young men and women secure practical medical instruction such as can not be obtained from any other hospital, here or south of here; it is of paramount importance that the General Government should lend the weight of its influence in sustaining it. At my instance, some years ago, Congress transferred the hospital from the War to the Department of the Interior with a view of having its national character, its catholic spirit, and its objects maintained. The instruction which students of medi-

cine obtained is not attended with any expense to the Government. I trust the next session of Congress will permit the estimates to be placed as they have been for years, with those of the Department of the Interior.

Religious services have been conducted regularly by the Society of St. Vincent de Paul, a Catholic society. The fathers from St. Augustines, and Rev. Edward Marshall Mott, of Rock Creek church, are regular in attendance. Mrs. Ada Spurgeon continues her missionary work among the sick.

Convalescents and others capable of performing light duties have done so; the following articles have been made by the women: Bedsacks, 27; pillowcases, 154; sheets, 185; towels, 182; chemises, 77; dresses, 71; aprons, 186; skirts, 24; nightgowns, 63; window curtains, 42.

Occasionally persons who are able to pay for their care and treatment apply for admission. I think the management should be allowed to receive such pay patients and place the amount received with the disbursing officer of the Department for the benefit of the hospital.

Very respectfully,

C. B. PURVIS, M. D.,
Surgeon-in-Chief.

Hon. JOHN W. NOBLE,
Secretary of the Interior, Washington, D. C.

TABLE A.—Causes of death.

Diseases, etc.	White.		Colored.		Total.	Diseases, etc.	White.		Colored.		Total.
	M.	F.	M.	F.			M.	F.	M.	F.	
Phthisis pulmonalis.....	3	2	31	34	70	Cirrhosis of liver.....				1	1
Hæmoptysis.....			2		2	Psoas abscess.....				1	1
Valvular disease of heart...	1		12	8	21	Puerperal eclampsia.....				1	1
Cardiac dropsy.....			7	2	9	Peritonitis.....	1		2	4	7
Angina pectoris.....				1	1	Puerperal peritonitis.....				1	1
Typhoid fever.....		1	6	10	17	Tubercular peritonitis.....			1		1
Malarial fever.....			1		1	Puerperal metritis.....				1	1
Typho-malarial fever.....			1		1	Hemorrhage from uterus...				1	1
Pneumonia.....	1		5	3	9	Abdominal tumor.....				1	1
Pleuro-pneumonia.....	1		8	1	10	Gastritis.....			2		2
Congestion of lungs.....			1		1	Gastro-enteritis.....					
Senile debility.....	2	1	12	3	18	Chronic ulceration of			1	1	2
Congenital debility.....			6	2	8	bowels.....			1		1
Bright's disease.....	2	1	9	2	14	Uræmia.....				1	1
Acute diarrhœa.....			1		1	Uræmic convulsions.....				2	2
Chronic diarrhœa.....	3		1		4	Septicæmia.....			1		1
Dysentery.....			1		1	Strangulated hernia.....			1		1
Apoplexy.....	1		2	3	6	Fracture of skull.....			1		1
Softening of brain.....			1		1	Gunshot wound of kidney					
Congestion of brain.....		1	1	3	5	and liver—peritonitis...			1		1
Concussion of brain.....			1		1	Gunshot wound of thigh...				1	1
Meningitis.....			3		3	Gunshot wound of head...	1				1
Paralysis, general.....	3		1	4	8	Incised wound of abdomen...			1		1
Paraplegia.....			1		1	Compound comminuted					
Cancer of tongue.....			1		1	fracture of leg—sep-					
Cancer of shoulder.....			1		1	ticæmia.....			1		1
Cancer of breast.....				2	2	Tetanus, traumatic.....			1		1
Cancer of uterus.....		1		2	3	Convulsions.....		2	1		3
Cancer of stomach.....			1		1	Burns.....				2	2
Cancer of bladder.....				1	1	Marasmus.....			1	1	2
Cancer of rectum.....	1				1	Senile gangrene of foot...			2		2
Gangrene of genital organs...			2		2	Gangrene of leg.....	1		1		2
Caries of pelvis—diarrhœa...			1		1	Hemorrhage from umbilicus				1	1
Popliteal aneurism (ruptured)			1		1	Tuberculosis.....			2	1	3
Trismus nascentium.....			1		1	Congestive chill.....	1				1
Premature birth.....			4	3	7	Man bite of hand; phleg-					
Chronic hepatitis.....	1		2		3	monous erysipelas and			1		1
Hepatic dropsy.....			2		2	gangrene of arm.....					
Hypertrophy of liver.....			1		1	Diphtheria.....	1				1
Hypertrophy and abscess of											
liver.....			2		2	Total.....	24	7	156	106	293

TABLE B.—*Number of deaths occurring within ten days after admission, and the time each case was in the hospital prior to death.*

2 died in 5 minutes after admission.	1 died in 26 hours after admission.
2 died in 15 minutes after admission.	7 died in 36 hours after admission.
1 died in 20 minutes after admission.	1 died in 40 hours after admission.
1 died in 30 minutes after admission.	1 died in 46 hours after admission.
2 died in 2 hours after admission.	5 died in 2 days after admission.
1 died in 4 hours after admission.	3 died in 2½ days after admission.
1 died in 5 hours after admission.	7 died in 3 days after admission.
1 died in 6½ hours after admission.	6 died in 3½ days after admission.
2 died in 7 hours after admission.	11 died in 4 days after admission.
1 died in 10 hours after admission.	1 died in 4½ days after admission.
2 died in 11 hours after admission.	3 died in 5 days after admission.
5 died in 12 hours after admission.	9 died in 6 days after admission.
1 died in 13½ hours after admission.	1 died in 6½ days after admission.
2 died in 16 hours after admission.	12 died in 7 days after admission.
1 died in 18 hours after admission.	3 died in 7½ days after admission.
1 died in 19 hours after admission.	4 died in 8 days after admission.
1 died in 20 hours after admission.	1 died in 8½ days after admission.
2 died in 22 hours after admission.	3 died in 9 days after admission.
4 died in 24 hours after admission.	6 died in 10 days after admission.
2 died in 25 hours after admission.	

Total, 120; over one-third of all the deaths occurring during the year.

TABLE C.—*The diseases and conditions for which patients were admitted to hospital and treated in dispensary.*

Diseases, etc.	Treated in hos- pital.				Treated in dispensary.	Diseases, etc.	Treated in hos- pital.				Treated in dispensary.
	White.		Colored.				White.		Colored.		
	M.	F.	M.	F.			M.	F.	M.	F.	
Fracture of skull.....			2			Gangrene of leg.....	1				
Fracture of inferior max- illary.....	1					Gangrene of foot.....			2		
Fracture of clavicle.....	1		1		2	Ulcers.....			1		
Fracture of humerus.....	1		2		1	Chronic ulcers.....	12	5	16	12	41
Fracture of wrist joint.....	1					Varicose veins.....	1				
Fracture of radius and ulna.....			2			Varicose ulcers.....	1	3		2	1
Fracture of rib.....	1		5			Abscesses.....	1		6	8	26
Fracture of femur.....			4		1	Burns.....	2		7	3	18
Fracture of tibia.....		1	1			Bunions.....					2
Fracture of tibia and fibula.....	1		4			Epithelioma.....		1			
Compound fracture of tibia and fibula.....			1			Fatty tumors.....				1	
Compound comminuted fracture of tibia and fib- ula.....	1		1			Fibro-cystic tumors.....				1	
Fracture of patella.....					1	Abdominal tumors.....				4	
Fracture of malleolus.....			1			Sarcoma.....			1	1	
Dislocation of jaw.....					2	Tumors.....				2	3
Dislocation of shoulder.....	2				3	Cancer of tongue.....			1		
Dislocation of elbow.....			1		1	Cancer of breast.....				1	
Dislocation of wrist.....	1					Cancer of shoulder.....			1		
Gunshot wounds.....	1	1	10	4	6	Cancer of uterus.....		2		5	1
Incised wounds.....	1		8	2	20	Cancer of bladder.....				1	
Lacerated wounds.....	3		8		20	Cancer of stomach.....			1		
Contused wounds.....	4	1	12	2	29	Cancer of rectum.....	1				
Punctured wounds.....	4		11			Hernia inguinal.....			2	1	
Contusions.....	14		27	3		Hernia, strangulated in- guinal.....			3		1
Sprains.....		1	3		20	Hernia, femoral.....			1	1	
Synovitis.....	1		2	1	3	Hernia, umbilical.....		1			
Periostitis.....		1	1		3	Aneurism, popliteal.....					
Anchylosis.....					1	Epistaxis.....	1				
Paronychia.....			1			Syphilis.....	8	7	23	44	75
Furunculus.....	1				4	Syphilis, secondary.....	3	2	8	19	71
Condylomata.....		1				Syphilis, tertiary.....		1	1	5	10
Carbuncle.....	1				1	Syphilitic condylomata.....			4	4	30
Frost bite.....			8		3	Phagedænic ulcer.....			3		2
Man bite.....			2		1	Gonorrhœa.....	8	2	14	1	214
Caries of superior maxillary.....			1			Chordee.....					6
Caries of inferior maxillary.....				1		Bubo.....	7	1	29	6	65
Caries of ribs.....			1			Orchitis.....	2		9		20
Caries of vertebræ.....			1	1		Phimosis.....	2		17		24
Caries of elbow joint.....			1			Paraphimosis.....			2		2
Caries of ankle joint.....			1			Stricture of urethra.....	6		6		2
Necrosis of frontal bone.....					1	Fistula of urethra.....			1		
Necrosis of phalanges.....			2		2	Fistula of scrotum.....			3		
Supernumerary fingers.....					1	Gangrene of scrotum.....			1		
Supernumerary toes.....					1	Abscess of scrotum.....			1		
						Gangrene of genital organs.....			1		
						Hypertrophy of prostate.....			2		
						Nephritis.....			2		1

TABLE C.—The diseases and conditions for which patients were admitted to hospital and treated in dispensary—Continued.

Diseases, etc.	Treated in hos- pital.				Treated in dispensary.	Diseases, etc.	Treated in hos- pital.				Treated in dispensary.
	White.		Colored.				White.		Colored.		
	M.	F.	M.	F.			M.	F.	M.	F.	
Splenitis.....				1		Rubeola.....			1	3	2
Uræmia.....				3		Scarlatina.....		1			
Dysuria.....	2		1		2	Diphtheria.....	1				
Stone in bladder.....			1			Anæmia.....					57
Hæmaturia.....	1		1			Septicæmia.....			2		
Incontinence.....			1	2	5	Acute bronchitis.....	16		14	4	455
Retention.....	2		5		14	Chronic bronchitis.....	1		1		200
Infiltration of urine.....			2			Capillary bronchitis.....					22
Onanism.....				1		Coryza.....					15
Hydrocele.....	1		2			Influenza.....		1		2	20
Impotency.....					1	La grippe.....	15	5	32	14	70
Fistula in ano.....	1		5	1	4	Nasal catarrh.....			1	1	10
Ulceration of rectum.....					1	Tonsillitis.....	1	1	11	10	105
Stricture of rectum.....				1	5	Hypertrophy of tonsils.....		1			1
Hæmorrhoids.....	2	2	3	5	12	Oedema of uvula.....					2
Prolapsus ani.....	1					Asthma.....	6		2	4	17
Hypertrophy of liver.....			1			Pertussis.....					14
Abscess of liver.....			1			Pleurodynia.....			1		
Hypertrophy and abscess of liver.....			2			Pleurisy.....		3	3	8	82
Bright's disease.....	2	1	10	3	3	Phthisis pulmonalis.....	16	3	56	63	33
Ascites.....		1		1		Hæmoptysis.....	1		2	2	10
General dropsy.....		1				Pneumonia.....	2	1	9	4	4
Cirrhosis of liver.....				1		Œdema of lungs.....				1	
Hepatic dropsy.....			2			Congestion of lungs.....			5		
Acute rheumatism.....	21	10	34	22	200	Congestive chill.....	1				
Chronic rheumatism.....	5	1	19	2	150	Pleuro-pneumonia.....	1		9	2	
Lumbago.....	6		4	1	43	Typhoid pneumonia.....			1		
Coxalgia.....		1				Acute laryngitis.....		1	2		50
Neuralgia.....	3	1		3	20	Tuberculosis.....			5	2	
Intercostal neuralgia.....				1		Valvular disease of heart.....	3	2	23	25	31
Odontalgia.....				2	187	Cardiac dropsy.....	1		8	3	
Teeth extracted.....					306	Hypertrophy of heart.....			12		
Torticollis.....					6	Angina pectoris.....				1	
Talipes equinus.....				1		Endocarditis.....			1		
Alcoholism.....	76	6	5	3	25	Stomatitis.....			1		10
Delirium tremens.....	4		4			Pharyngitis.....				1	20
Blind.....			1			Gastralgia.....				1	15
Amaurosis.....			1			Gastritis.....		2	2	9	15
Cataract.....				1		Pyrosis.....			1		
Conjunctivitis.....	1		3		19	Dyspepsia.....	1			7	175
Ophthalmia.....			1	1		Constipation.....		1		2	202
Ophthalmia, gonorrhœal.....			1			Enteritis.....			1	3	3
Iritis.....			1			Entero-colitis.....				1	
Iritis, syphilitic.....				2		Gastro-enteritis.....			1	3	
Keratitis.....				1		Chronic ulceration of bowels.....			1		1
Glaucoma.....				1		Dysentery.....	2	1	4	2	15
Atrophy of optic nerve.....				1		Marasmus.....			2	1	
Ulcer of cornea.....				1		Cholera morbus.....					10
Ptosis.....			1			Enteralgia.....	5		11	6	13
Pterygium.....					1	Myalgia.....	1	3	6	4	122
Tinea capitis.....					28	Acute diarrhœa.....	13	1	6	5	75
Acne.....					4	Chronic diarrhœa.....	1		9		
Herpes zoster.....	1					Tubercular diarrhœa.....			2		
Eczema.....	4	1	3			Hepatitis.....			1		
Pruritus.....					2	Icterus.....	1		1		
Scabies.....	1					Peritonitis.....	1		2	4	2
Psoriasis.....					2	Tubercular peritonitis.....			1		
Urticaria.....		1			8	Hysteria.....				8	31
Lupus.....			3	1	1	Insomnia.....					17
Adenitis.....					6	Cephalalgia.....	1	2	4	9	286
Enlarged glands.....					33	Hemicrania.....					20
Scrofula.....			3	6	16	Neurasthenia.....			1		
Ptyalism.....				2		Opium habit.....		1			
Otorrhœa.....			2		2	Dementia.....			1	3	
Otitis.....			1			Insanity.....	2			3	
Intermittent fever, quo- tidian.....	8		12			Imbecility.....				1	
Intermittent fever, tertian.....	6		9	9	15	Acute mania.....			1		
Typhoid fever.....	2	1	12	19		Convulsions.....			4		3
Typho-malarial fever.....			1			Vertigo.....	1		1		11
Malarial fever.....	4	3	23	11	205	Chorea.....				1	
Pernicious fever.....					12	Epilepsy.....	3	1	2	6	16
Erysipelas.....	4	3	9	6	8	Catalepsy.....				1	2
Erysipelas, phlegmonous.....		1	5			Hystero-epilepsy.....					
						Locomotor ataxia.....			3		
						Curvature of spine.....	1				

TABLE C.—*The diseases and conditions for which patients were admitted to hospital and treated in dispensary—Continued.*

Diseases, etc.	Treated in hos- pital.				Treated in dispensary.	Diseases, etc.	Treated in hos- pital.				Treated in dispensary.
	White.		Colored.				White.		Colored.		
	M.	F.	M.	F.			M.	F.	M.	F.	
Paralysis, general	6		13	4		Fibroid tumor of ovaries ..				3	
Hemiplegia			1	2	1	Hypertrophy of clitoris ..				1	
Paraplegia			1	2	1	Eczema of labia				1	
Congestion of brain		2	1	3		Fibroid tumor of uterus ..		1		3	2
Concussion of brain			7			Prolapsus uteri				2	4
Softening of brain			2		1	Retroversion of uterus ..					1
Anæmia of brain				1		Utero-vaginal fistula				1	
Acute meningitis			3			Hemorrhage from uteris ..				2	
Apoplexy	1		2	2		Ulceration of cervix uteri ..				2	
Cerebral embolism				1		Ovaritis		2		7	5
Sunstroke			2			Uterine colic				1	
Tetanus, traumatic			1			Mammitis		1			
Poison, poison oak					1	Amenorrhœa				2	30
Poison, poison ivy	1					Dysmenorrhœa				4	15
Poison, iron					1	Menorrhagia				4	30
Pregnancy		8		213	70	Metrorrhagia					12
Pseudo-pregnancy				1		Menopause				2	10
Premature birth			4	3		Leucorrhœa				3	25
Miscarriage		1		20		Infancy	3	3	89	93	
Abortion		1		8		Hemorrhage from umbilicus ..			1	1	
Threatened abortion				2		Congenital debility			6	2	
Confinement				9		Cholera infantum					2
Puerperal mania				3		Trismus nascentium			1		
Puerperal eclampsia				3		Dentition					12
Puerperal metritis				1		General debility	1	1	1	3	125
Metritis		1		9	3	Senile debility	24	3	21	3	
Endometritis					20	Senile dementia	1				
Endocervitis		1				Convalescent	32	1	5		
Edema of vulva					1						

TABLE D.—*Occupation of patients.*

Occupation.	No.	Occupation.	No.	Occupation.	No.
Servant	545	Tailor	3	Wood-sawyer	1
Laborer	503	Brickmaker	3	Sexton	1
Ex-soldier	170	Bricklayer	3	Cigar-maker	1
Driver	34	Agent	3	Office boy	1
Laundress	34	Hod carrier	3	Hatter	1
Cook	24	Porter	2	Plate printer	1
Ex-U. S. Navy	21	Sailor	2	Whitewasher	1
Waiter	21	Dressmaker	2	Mattress-maker	1
Chambermaid	15	Upholsterer	2	Boiler-maker	1
Clerk	14	Bartender	2	Oyster dredger	1
Carpenter	14	Fireman	2	Reporter	1
Housekeeper	13	Brewer	2	Ice cream maker	1
Hostler	12	Physician	2	Minister	1
Barber	9	Peddler	2	Glazier	1
Nurse	8	Waterman	2	Box maker	1
Painter	7	Shoeblack	2	Milkman	1
Plasterer	7	Student	2	Nickel-plater	1
Farmer	6	Tinner	2	Teacher	1
Huckster	6	Iron-molder	1	Electrician	1
Coachman	6	Storekeeper	1	Druggist	1
Seamstress	6	Watchman	1	Oil pumper	1
Printer	5	Fresco-painter	1	Stonecutter	1
Butcher	5	Confectioner	1	Music teacher	1
Blacksmith	4	Claymaker	1	No occupation	65
Shoemaker	4	Pattern-maker	1	Unknown	458
Baker	4	Silk-dyer	1		
Plumber	4	Bookmaker	1		

TABLE E.—*Nativity of patients.*

Where born.	No.	Where born.	No.	Where born.	No.
Virginia	757	Canada	9	Michigan	1
District of Columbia	567	Italy	8	Missouri	1
Maryland	426	Scotland	8	Mississippi	1
Ireland	117	Tennessee	6	Indiana	1
New York	70	Illinois	5	Rhode Island	1
Pennsylvania	55	Maine	5	Texas	1
North Carolina	46	Florida	4	Liberia	1
Germany	33	Connecticut	4	Malta	1
England	25	Holland	3	Greece	1
West Virginia	18	Switzerland	3	Denmark	1
Massachusetts	15	Wales	3	Russia	1
Ohio	15	Louisiana	2	Poland	1
South Carolina	13	Delaware	2	Belgium	1
Kentucky	11	Wisconsin	2	Unknown	61
Georgia	11	Arkansas	2		
New Jersey	10	New Brunswick	2		

TABLE F.—*Showing the number admitted each month.*

Month.	No.	Month.	No.
1891.		1892.	
July	188	January	178
August	201	February	174
September	222	March	192
October	226	April	172
November	161	May	203
December	223	June	191
		Total	2,331

TABLE G.—*Showing the number each year for the past eighteen years.*

During year ended June—	No.	During year ended June—	No.	During year ended June—	No.
1875	190	1881	892	1887	2,017
1876	319	1882	1,102	1888	1,997
1877	500	1883	1,373	1889	2,074
1878	519	1884	1,509	1890	2,392
1879	642	1885	1,794	1891	2,373
1880	819	1886	1,923	1892	2,331

TABLE H.

	White.			Colored.			Grand total.
	Males.	Females.	Total.	Males.	Females.	Total.	
Remaining June 30, 1891	23	8	31	79	98	177	208
Admitted	417	113	530	751	816	1,567	2,097
Born	5	3	8	120	106	226	234
Total	422	116	538	871	922	1,793	2,331
Total in hospital	445	124	569	950	1,020	1,970	2,539
Discharged	375	113	488	703	820	1,523	2,011
Died	24	7	31	156	106	262	293
Stillborn	2		2	18	12	30	32
Total	401	120	521	877	938	1,815	2,336
Remaining June 30, 1892	44	4	48	73	82	155	203

TABLE I.—*Diseases of the eye and ear*

DISEASES OF THE EYE.

Blepharitis	2	Burn of cornea	1	Hyperopia	4
Edema of lid	1	Ant. staphyloma	1	Presbyopia	4
Wound of lid	1	Opacity of cornea	12	Astigmatism	1
Burn of lid	2	Iritis	12	Trichiasis	1
Sty	1	Synechia, anterior	2	Pinguecula	1
Tarsal cyst	6	Synechia, posterior	2	Ulcer of lid	4
Lupus of lid	1	Mydriasis	1	Eczema of lid	1
Ectropion	1	Myosis	2	Ptosis	1
Strabismus internus	1	Gummata of iris	2	Paralysis of third nerve	2
Strabismus externus	1	Choroiditis	1	Lachrymal abscess	1
Epiphora	1	Glaucoma	1	Ulcer of conjunctiva	1
Mucocele	2	Choroidal atrophy	7	Episcleritis	1
Conjunctivitis, catarrhal	55	Cyclitis	1	Gummata of sclerotic	2
Conjunctivitis, phlyctenular	4	Retinitis	2	Keratitis punctata	2
Conjunctivitis, granular	2	Atrophy of the optic nerve	5	Closed pupil	3
Conjunctivitis, purulent	5	Pus in anterior chamber	2	Pannus	2
Burns of conjunctiva	2	Cataract, senile	4	Tremulus iris	1
Pterygium	5	Cataract, inflammatory	3	Floating body in vitreous	3
Keratitis, interstitial	14	Atrophy of eyeball, injury	1	Retinal hemorrhage	3
Keratitis, phlyctenular	10	Panophthalmitis	1	Neuro-retinitis	3
Ulcer of cornea	5	Myopia	1	Asthenopia	4

DISEASES OF THE EAR.

Eczema of external meatus ..	1	Otitis media with perforation ..	5	Nerve deafness	2
Foreign body in external meatus	2	Chronic aural catarrh	8	Tinnitus aurium	2
Ceruminous deposit	6	Acute aural catarrh	3		
		Otorrhœa	6		

OPERATIONS.

Extraction of cataract with iridectomy	3	Enucleation of eyeball	1	Extracting foreign body from ear	2
Iridectomy for glaucoma	1	Slitting the canaliculus	1	Removal of ceruminous deposit	4
Paracentesis of cornea	1	Mucocele	1		
Removal of tarsal tumor	6	Evisceration of eyeball	1		
Abscess of lid	4	Scarification of conjunctiva	2		
Removal of pterygium	2	Canterization of corneal ulcer	1	Total	30

R E P O R T

OF THE

BOARD OF VISITORS OF THE GOVERNMENT HOSPITAL FOR THE INSANE.

OFFICERS OF THE HOSPITAL, JUNE 30, 1892.

VISITORS.

JOSEPH M. TONER, M. D.,
President of the Board.
JAMES C. WELLING, LL. D.
Mrs. A. M. GANGEWER.
Mrs. AMELIA J. ROWLAND.
Hon. WILLIAM A. MAURY.

JOHN MOORE, M. D., U. S. A.
F. M. GUNNELL, M. D., U. S. N.
Rev. BYRON SUNDERLAND, D. D.
WALTER WYMAN, M. D.,
Supervising Surgeon-General, M. H. S.

EXECUTIVE COMMITTEE OF THE BOARDS.

Messrs. TONER, GUNNELL, and MOORE.

CHAPLAINS.

Rev. JOHN CHESTER, D. D.
Rev. A. FLORIDUS STEELE.
Rev. WILLIAM E. PARSON, D. D.

Rev. THOMAS B. HUGHES.
Rev. JACOB D. WILSON.

MEDICAL OFFICERS.

W. W. GODDING, M. D., *Superintendent and ex-officio Secretary of the Board of Visitors.*
A. H. WITMER, M. D., *First Assistant Physician, in charge of Female Department.*
M. J. STACK, M. D., *Second Assistant Physician, in charge of Male Department.*
A. C. PATTERSON, M. D., *Third Assistant Physician.*
J. C. SIMPSON, M. D., *Fourth Assistant Physician.*
C. H. LATIMER, M. D., *Fifth Assistant Physician.*
C. A. DREW, M. D., *Sixth Assistant Physician.*
I. W. BLACKBURN, M. D., *Special Pathologist.*
J. A. BARRY, M. D., *Night Medical Supervisor.*

REPORT OF THE BOARD OF VISITORS.

GOVERNMENT HOSPITAL FOR THE INSANE,
Washington, D C., August 31, 1892.

SIR: In accordance with the statute requirements the Board of Visitors respectfully submit this their thirty-seventh annual report.

The following are the tabulated statistics of the fiscal year ending June 30, 1892:

SUMMARY.

	Males.	Females.	Total.
Remaining June 30, 1891.....	1, 253	355	1, 608
Admitted during the year ending June 30, 1892.....	233	70	303
Whole number under treatment.....	1, 486	425	1, 911
DISCHARGED.			
Recovered	56	12	68
Improved	69	13	82
Unimproved	8	3	11
Died	121	32	153
Total discharged and died.....	254	60	314
Remaining June 30, 1892	1, 232	365	1, 597

Admissions and discharges.

		Males.		Females.		Total.
REMAINING JUNE 30, 1891.						
Army.....	{ White ...	735	748	3	3	751
	{ Colored..	13				
Navy	{ White ...	69	72			72
	{ Colored..	3				
Marine-Hospital Service	{ White ...	17	22			22
	{ Colored..	5				
Civil life.....	{ White ...	286	411	244	352	763
	{ Colored..	125		108		
			1, 253		355	1, 608
		583				

Admissions and discharges—Continued.

		Males.		Females.		Total.	
ADMITTED DURING THE YEAR 1891-'92.							
Army.....	{ White ... Colored ..	110 2	112			112	
Navy.....	{ White ... Colored ..	23	23			23	
Marine-Hospital Service.....	{ White ... Colored ..	6	6			6	
Civil life.....	{ White ... Colored ..	64 28	92	42 28	70	162	
			233		70		303
UNDER TREATMENT DURING THE YEAR.							
Army.....	{ White ... Colored ..	845 15	860	3	3	863	
Navy.....	{ White ... Colored ..	92 3	95			95	
Marine-Hospital Service.....	{ White ... Colored ..	23 5	28			28	
Civil life.....	{ White ... Colored ..	350 153	503	286 136	422	925	
			1,486		425		1,911
DISCHARGED DURING THE YEAR—RECOVERED.							
Army.....	{ White ... Colored ..	17 3	20			20	
Navy.....	{ White ... Colored ..	6 2	8			8	
Marine-Hospital Service.....	{ White ... Colored ..	 1	1			1	
Civil life.....	{ White ... Colored ..	22 5	27	7 5	12	39	
			56		12		68
DISCHARGED DURING THE YEAR—IMPROVED.							
Army.....	{ White ... Colored ..	43	43			43	
Navy.....	{ White ... Colored ..	1	1			1	
Marine-Hospital Service.....	{ White ... Colored ..	1	1			1	
Civil life.....	{ White ... Colored ..	17 7	24	12 1	13	37	
			69		13		82
DISCHARGED DURING THE YEAR—UNIMPROVED.							
Army.....	{ White ... Colored ..	1	1			1	
Navy.....	{ White ... Colored ..	1	1			1	
Marine-Hospital Service.....	{ White ... Colored ..	..... .....					
Civil life.....	{ White ... Colored ..	6	6	3	3	9	
			8		3		11

Admissions and discharges—Continued.

				Males.		Females.		Total.	
DECEASED DURING THE YEAR.									
Army	{ White ...	75	76					76	
	{ Colored..	1							
Navy	{ White ...	7	8					8	
	{ Colored..	1							
Marine-Hospital Service.....	{ White ...	2	2					2	
	{ Colored..								
Civil life.....	{ White ...	19	35	121	21	32	32	67	153
	{ Colored..	16			11				
REMAINING JUNE 30, 1892.									
Army.....	{ White ...	709	720		3	3		723	
	{ Colored..	11							
Navy.....	{ White ...	77	77					77	
	{ Colored..								
Marine-Hospital Service	{ White ...	20	24					24	
	{ Colored..	4							
Civil life.....	{ White ...	286	411	1,232	243	362	365	773	1,597
	{ Colored..	125			119				

The patients from civil life remaining June 30, 1892, are classified as follows:

	Male.	Female.	Total.
District of Columbia, transient.....	49	19	68
District of Columbia, resident indigent.....	295	336	631
United States convicts and criminals.....	64	5	69
Private patients.....	3	2	5
Total.....	411	362	773

Monthly changes of population.

Date.	Admitted.			Discharged.						
	Males.	Females.	Total.	Males.	Females.	Total.	Died.			Total discharges, including deaths.
							Males.	Females.	Total.	
July, 1891	19	5	24	36	4	40	6	4	10	50
August, 1891.....	11	3	14	10	3	13	10	2	12	25
September, 1891.....	23	4	27	5		5	6	2	8	13
October, 1891.....	9	4	13	4	2	6	11	3	24	20
November, 1891.....	11	9	20	5	4	9	5	4	9	18
December, 1891.....	9	4	13	8	1	9	8	1	9	18
January, 1892	26	3	29	6	1	7	16	4	20	27
February, 1892	42	3	45	21	5	26	12	3	15	41
March, 1892	14	7	21	5	1	6	14	3	17	23
April, 1892	18	9	27	4	2	6	12	2	14	20
May, 1892	36	7	43	12	5	17	13	1	14	31
June, 1892.....	15	12	27	17		17	8	3	11	28
Total	233	70	303	133	28	161	121	32	153	314

Cause of death.

Apoplexy	3	General paralysis with phthisis	1
Apoplexy, hemorrhagic	4	General paralysis with cardiac val-	
Asphyxia, accidental	1	vular disease	1
Aneurism of heart and cardiac throm-		Hæmatoma of dura mater	2
bosis	1	Heart failure	4
Bright's disease, chronic	4	La grippe	5
Brain tumor	1	Marasmus	4
Bronchitis	4	Œdema of brain	2
Cardiac valvular disease	6	Organic disease of brain	13
Chronic myocarditis	1	Organic disease of brain with ery-	
Chronic gastritis	1	sipelas	1
Colitis	3	Peritonitis	1
Diarrhœa	7	Phthisis	13
Dysentery	1	Pneumonia	8
Epileptic convulsions	8	Pulmonary congestion	1
Epileptiform convulsions	4	Pulmonary gangrene	2
Exhaustion	2	Pyæmia	2
Exhaustion from acute mania	3	Pyelo-nephritis	1
Exhaustion from chronic mania	1	Rupture of atheromatous aorta	1
General paralysis	16	Rupture of spleen	1
General paralysis with apoplexy		Senectus with exhaustion	3
serous	2	Septicæmia	2
General paralysis with bulbar pa-		Suicide	3
ralysis	2	Thrombosis of aorta	1
General paralysis with diarrhœa	1	Tubercular peritonitis	1
General paralysis with epileptiform		Typhoid fever	2
convulsions	1		
General paralysis with pneumonia ..	1	Total	153

Duration of mental disease on admission of those who recovered.

Under 10 days	4	Between 3 and 4 months	5
Between 10 and 20 days	4	Between 6 and 8 months	6
Between 20 and 30 days	3	Between 1 and 2 years	10
Between 1 and 2 months	28		
Between 2 and 3 months	8	Total	68

Duration of mental disease of those who died.

One month	2	Fourteen years	2
Three months	3	Fifteen years	1
Four months	3	Sixteen years	2
Six months	3	Seventeen years	2
Nine months	5	Eighteen years	4
One year	11	Twenty-one years	2
Two years	23	Twenty-two years	1
Three years	24	Twenty-three years	2
Four years	11	Twenty-four years	2
Five years	10	Twenty-six years	3
Six years	7	Twenty-nine years	3
Seven years	2	Thirty-two years	1
Eight years	5	Thirty-five years	1
Nine years	2	Forty-three years	1
Ten years	3	Forty-seven years	1
Eleven years	4	Forty-eight years	1
Twelve years	4		
Thirteen years	2	Total	153

Duration of disease on admission.

			Males.		Females.		Totals.	
LESS THAN SIX MONTHS.								
Army.....	{ White ...	39	39				39	
	{ Colored ..							
Navy.....	{ White ...	5	5				5	
	{ Colored ..							
Marine Hospital Service	{ White ...	1	1				1	
	{ Colored ..							
Civil life.....	{ White ...	28	39	84	14	24	63	108
	{ Colored ..	11			10			
						24		
LESS THAN ONE YEAR.						24		
Army.....	{ White ...	9	11				11	
	{ Colored ..	2						
Navy.....	{ White ...	5	5				5	
	{ Colored ..							
Marine Hospital Service.....	{ White ...	1	1				1	
	{ Colored ..							
Civil life.....	{ White ...	14	19	36	3	4	23	40
	{ Colored ..	5			1			
						4		
ONE TO TWO YEARS.						4		
Army	{ White ...	29	29				29	
	{ Colored ..							
Navy	{ White ...	4	4				4	
	{ Colored ..							
Marine Hospital Service	{ White ...	2	2				2	
	{ Colored ..							
Civil life.....	{ White ...	11	16	51	2	2	18	53
	{ Colored ..	5						
						2		
OVER TWO YEARS.								
Army	{ White ...	19	19				19	
	{ Colored ..							
Navy	{ White ...	5	5				5	
	{ Colored ..							
Marine Hospital Service.....	{ White ...	1	1				1	
	{ Colored ..							
Civil life.....	{ White ...	7	9	34	3	7	16	41
	{ Colored ..	2			4			
						7		
OVER THREE YEARS.								
Army	{ White ...	5	5				5	
	{ Colored ..							
Navy	{ White ...	2	2				2	
	{ Colored ..							
Marine Hospital Service.....	{ White ...							
	{ Colored ..							
Civil life.....	{ White ...	1	1	8	5	7	8	15
	{ Colored ..				2			
						7		

Duration of disease on admission—Continued.

		Males.			Females.			Total.	
OVER FOUR YEARS.									
Army.....	{ White ... Colored ..	1 -----	1	3	-----	1	1	2	4
Navy.....	{ White ... Colored ..	1 -----							
Marine Hospital Service.....	{ White ... Colored ..	-----							
Civil life.....	{ White ... Colored ..	----- 1	1		1				
FIVE TO TEN YEARS.									
Army.....	{ White ... Colored ..	2 -----	2	4	-----	9	9	11	13
Navy.....	{ White ... Colored ..	-----							
Marine Hospital Service.....	{ White ... Colored ..	-----							
Civil life.....	{ White ... Colored ..	1 1	2		5 4				
TEN TO TWENTY YEARS.									
Army.....	{ White ... Colored ..	6 -----	6	10	-----	11	11	14	21
Navy.....	{ White ... Colored ..	-----							
Marine Hospital Service.....	{ White ... Colored ..	1 -----							
Civil life.....	{ White ... Colored ..	3 -----	3		6 5				
OVER TWENTY YEARS.									
Army.....	{ White ... Colored ..	-----		3	-----	5	5	8	8
Navy.....	{ White ... Colored ..	-----							
Marine Hospital Service.....	{ White ... Colored ..	-----							
Civil life.....	{ White ... Colored ..	----- 3	3		3 2				

Table showing the nativity, as far as could be ascertained, of the 8,511 cases treated.

Native-born.	Number.	Foreign-born.	Number.
District of Columbia.....	1, 014	Ireland	1, 570
New York	595	Germany	1, 049
Maryland	650	England	202
Virginia	760	France	69
Pennsylvania	450	Canada	73
Ohio	269	Scotland	74
Massachusetts	197	Switzerland.....	34
Maine.....	89	Italy	31
Illinois	85	Denmark	26
Connecticut.....	65	Norway.....	19
New Hampshire	68	Sweden	32
Indiana	82	Poland.....	14
Kentucky.....	66	Prussia	3
Michigan	48	Panama.....	1
New Jersey.....	77	Russia	15
Tennessee	42	Austria	18
Wisconsin	30	Nova Scotia.....	10
Vermont.....	37	Spain	6
Missouri.....	43	Holland.....	10
Rhode Island	29	Wales	9
Delaware	18	Portugal.....	4
North Carolina.....	31	Hungary.....	5
Alabama	19	Mexico	5
South Carolina.....	18	Saxony	6
Iowa	8	Malta	3
Georgia	22	Belgium	4
Mississippi	20	Buenos Ayres.....	1
Louisiana.....	11	Costa Rica.....	1
West Virginia	19	Bavaria.....	6
Kansas	3	Sicily	1
Florida	6	British Columbia	1
Texas.....	11	British Possessions.....	1
California.....	6	East Indies (British).....	6
Indian Territory.....	5	West Indies (British).....	6
Colorado	1	New Brunswick.....	2
Arkansas	5	Cuba.....	2
Montana.....	1	China.....	1
Oregon.....	1	Sandwich Islands.....	1
Minnesota.....	2	Coast of Africa.....	1
		Cyprus	1
		Turkey	1
		Greece.....	2
		New Granada.....	1
		West Indies (Haiti).....	1
Total	4, 903	Total	3, 328

RECAPITULATION.

Native-born.....	4, 903
Foreign-born.....	3, 328
Unknown.....	280
Total	8, 511

Form of disease in those admitted.

Disease.	Total last year.	Admitted during year.	Total.	Disease.	Total last year.	Admitted during year.	Total.
Mania, acute.....	2, 467	52	2, 519	Dipsomania.....	439		439
Mania, chronic.....	1, 316	16	1, 332	Kleptomania.....	4		4
Melancholia	1, 430	112	1, 542	Nymphomania.....	4		4
Dementia.....	1, 922	77	1, 999	Imbecility	115	9	124
Dementia, senile.....	241	12	253	Opium-eaters	19		19
Paresis	233	24	257	Idiocy	3		3
Typhomania (Bell's dis- ease).....	2		2	Not insane.....	12	1	13
Diffuse suppurative men- ingitis.....	1		1	Total	8, 208	303	8, 511

Tabular statement of the time of life at which the 8,511 cases treated since the opening of the institution became insane.

Age.	Previous to 1891.	1892.	Total.
Under 10 years	189	8	197
Between 10 and 15 years	85	3	88
Between 15 and 20 years	433	11	444
Between 20 and 25 years	1,263	30	1,293
Between 25 and 30 years	1,424	31	1,455
Between 30 and 35 years	1,216	35	1,251
Between 35 and 40 years	922	23	945
Between 40 and 45 years	693	45	738
Between 45 and 50 years	557	28	585
Between 50 and 60 years	676	39	715
Between 60 and 70 years	398	34	432
Between 70 and 80 years	145	11	156
Between 80 and 90 years	23	3	26
Over 90 years	2	-----	2
Unknown	170	1	171
Not insane	12	1	13
Total.....	8,208	303	8,511

Private patients.

	Male.	Female.	Total.
There were at the beginning of the year	4	3	7
Admitted during year	-----	-----	-----
Whole number under treatment	4	3	7
Died during the year	1	1	2
Remaining at end of year	3	2	5

Summary of total admissions.

	Male.	Female.	Total.
Percentage of cases recovered	37.18	26.52	35.04
Percentage of cases improved	15.18	18.50	15.85
Percentage of cases unimproved	2.16	4.45	2.62
Percentage of cases died	27.37	29.16	27.73
Percentage of cases remaining	18.11	21.37	18.76
	100.00	100.00	100.00

Table showing the history of the annual admissions since the opening of the hospital, with the discharges and deaths, and the number for each year remaining June 30, 1892.

[illegible]

Table showing admissions, discharges, and deaths, with the mean annual mortality and proportion of recoveries, per cent of the discharges, including deaths, for each year since the opening of the hospital.

Years.	Admitted.			Discharged.						Remaining June 30, in each year.			Daily average.			Percentage of recoveries on discharges.			Percentage of deaths on average numbers.			Percentage of deaths on total number under treatment.									
	Admitted.			Recovered.			Improved.			Unimproved.			Died.			Total.	M.	F.	To-tal.	M.	F.	To-tal.	M.	F.	To-tal.						
	Recovered.			Improved.			Unimproved.			Died.																					
	M.	F.	To-tal.	M.	F.	To-tal.	M.	F.	To-tal.	M.	F.	To-tal.	M.	F.	To-tal.																
1855.....	26	37	63	3	3	6	3	3	6	1	1	2	5	3	8	26	34	60	19.35	20.65	40.00		37.50	33.33	35.71	12.13	7.09	10.10	8.06	6.66	7.48
1855-'56.....	36	11	47	2	3	5	2	3	5	7	3	10	8	8	16	54	39	93	41.20	37.98	70.18	37.50	33.33	35.71	12.13	7.09	10.10	10.13	12.12	11.03	
1856-'57.....	25	27	52	4	2	6	1	1	2	7	3	10	6	6	12	59	50	109	54.55	42.80	97.35	10.00	25.00	16.66	14.66	18.69	16.43	7.95	9.37	8.55	
1857-'58.....	29	14	43	5	1	6	1	1	2	2	2	2	7	4	11	65	52	117	57.70	50.31	108.01	56.52	44.66	51.42	12.13	11.92	12.03	7.95	9.37	8.55	
1858-'59.....	47	18	65	16	5	21	1	4	5	3	8	13	4	10	23	84	54	138	72.93	56.24	129.17	57.13	31.25	47.73	8.22	7.11	7.74	5.36	5.71	5.49	
1859-'60.....	68	24	92	26	7	33	4	3	7	2	5	18	5	23	41	106	61	167	100.68	59.00	159.68	56.52	41.17	52.38	12.91	8.47	11.27	8.55	6.41	7.25	
1860-'61.....	64	31	95	42	11	53	5	2	7	2	2	19	7	26	45	109	72	181	109.76	64.81	174.57	68.85	55.55	65.43	10.93	10.80	10.88	7.06	7.61	7.82	
1861-'62.....	174	12	186	96	8	104	14	1	15	2	2	36	10	46	147	147	294	189.49	70.59	260.08	70.59	42.10	67.09	21.01	15.21	19.00	9.18	11.90	9.81		
1862-'63.....	330	25	355	197	6	203	17	1	18	3	6	61	4	65	279	264	86	350	205.73	77.66	283.39	66.66	40.00	65.75	32.56	10.30	26.40	11.95	4.44	10.76	
1863-'64.....	484	25	509	282	6	288	69	1	70	5	5	75	8	83	417	203	76	300	277.42	83.81	361.23	54.78	31.03	53.64	50.10	9.54	40.69	18.73	6.55	17.01	
1864-'65.....	478	36	514	315	9	324	110	12	122	11	11	147	139	8	153	167	93	200	277.42	83.81	361.23	54.78	31.03	53.64	50.10	9.54	40.69	18.73	6.55	17.01	
1865-'66.....	194	28	222	104	5	109	20	7	27	1	1	23	41	12	33	186	96	282	190.92	90.70	281.62	59.42	20.00	54.50	21.47	13.23	18.82	11.35	9.91	10.99	
1866-'67.....	88	21	109	45	7	52	11	3	14	1	1	12	19	14	33	188	92	280	189.06	89.46	279.12	52.32	28.00	46.85	10.02	15.65	11.82	6.93	11.96	8.44	
1867-'68.....	120	33	153	49	15	64	6	2	8	5	1	6	22	5	27	226	102	328	221.17	96.44	317.61	59.75	65.22	60.95	9.95	5.18	9.50	7.14	4.00	6.23	
1868-'69.....	133	35	168	59	11	70	9	6	15	2	10	24	9	33	259	259	518	244.55	108.03	352.58	59.00	39.28	54.69	9.81	8.33	9.35	6.70	6.57	6.65		
1869-'70.....	146	36	182	32	8	40	16	8	24	11	3	14	15	3	33	331	123	454	294.69	108.08	402.77	43.24	36.37	41.67	5.09	2.77	4.36	3.71	2.05	3.27	
1870-'71.....	161	34	195	50	12	62	21	7	28	4	3	7	33	11	44	384	124	508	354.34	121.66	476.00	46.30	36.36	43.97	9.31	9.04	9.24	6.70	7.00	6.78	
1871-'72.....	142	44	186	43	8	51	16	13	29	8	1	9	37	7	44	422	139	561	407.21	131.57	538.78	41.34	27.59	38.34	9.09	5.32	8.16	7.04	4.17	6.34	
1872-'73.....	153	51	204	49	15	64	23	5	28	3	5	8	32	13	45	468	152	626	431.03	144.11	575.14	45.70	39.47	44.13	7.42	9.02	7.82	5.56	6.84	5.88	
1873-'74.....	192	38	230	67	12	79	22	8	30	6	3	9	39	11	50	526	156	682	492.44	151.36	643.80	50.00	35.29	47.02	7.92	7.27	7.76	5.91	5.79	5.88	
1874-'75.....	179	51	230	66	9	75	28	22	50	8	3	11	51	7	58	536	166	718	536.46	164.17	700.63	43.13	21.95	38.66	9.50	4.26	8.27	7.23	3.38	6.36	
1875-'76.....	166	47	213	67	17	84	26	10	36	1	1	2	48	18	66	564	168	744	564.78	165.59	730.37	47.18	37.78	45.45	8.49	10.87	9.04	6.68	8.45	7.09	
1876-'77.....	147	51	198	66	17	83	27	13	40	2	2	4	45	7	52	583	182	765	587.41	176.30	763.71	47.80	45.94	46.89	7.66	3.96	6.80	6.22	3.19	5.52	
1877-'78.....	138	44	182	49	11	60	32	9	41	3	4	7	37	9	46	596	184	793	596.82	184.37	781.19	40.49	33.33	38.96	6.19	4.88	5.88	5.13	5.98	4.35	
1878-'79.....	169	53	222	68	24	92	30	7	37	3	1	4	51	12	63	619	202	819	619.10	196.70	815.80	44.73	54.54	46.93	8.23	6.10	7.72	6.63	4.87	6.20	
1879-'80.....	181	44	225	38	14	52	23	10	33	3	3	6	63	13	76	655	206	897	655.34	196.63	851.97	35.51	35.00	35.37	7.01	6.61	6.92	5.76	5.28	5.65	
1880-'81.....	161	62	223	62	10	72	27	9	36	6	6	12	81	18	99	685	225	925	685.37	211.38	896.75	40.78	23.25	36.92	9.19	8.51	9.03	7.39	6.71	7.23	
1881-'82.....	178	69	247	62	21	83	31	8	39	2	5	7	74	27	101	697	233	942	697.10	232.88	929.98	36.69	34.43	36.08	10.61	11.59	10.86	8.44	9.18	8.61	
1882-'83.....	201	64	265	76	19	95	33	16	49	6	6	12	63	17	80	729	239	994	729.89	235.27	965.16	49.05	31.03	44.13	6.30	7.22	6.52	5.05	5.72	5.22	
1883-'84.....	286	64	347	68	13	81	35	8	43	3	1	4	51	16	67	797	243	1,040	797.21	243.27	1,040.48	42.03	34.21	40.51	6.39	6.57	6.44	4.90	5.33	4.99	
1884-'85.....	229	91	320	65	24	89	37	12	49	1	1	2	84	21	105	902	255	1,173	902.41	270.89	1,173.34	34.76	41.37	36.32	9.31	7.75	8.94	7.55	5.95	6.19	
1885-'86.....	234	69	303	55	22	77	58	15	73	2	3	5	79	23	102	936	283	1,219	936.39	283.23	1,219.62	28.35	34.92	29.96	8.54	8.12	8.36	6.81	6.32	6.69	
1886-'87.....	206	62	268	57	15	72	49	17	66	2	1	3	73	19	92	956	297	1,253	956.07	297.36	1,253.43	31.49	28.48	30.90	7.63	6.38	7.34	6.22	5.23	5.99	
1887-'88.....	247	71	318	59	10	69	52	14	66	3	1	4	95	25	120	1,009	332	1,361	1,009.55	315.55	1,325.08	28.23	20.00	26.64	9.41	7.92	9.06	7.67	5.64	7.41	
1888-'89.....	213	67	280	50	20	70	27	27	54	4	2	6	86	28	114	1,049	322	1,373	1,049.99	323.83	1,373.82	29.94	25.97	28.69	8.19	8.65	8.30	6.92	7.02	6.94	
1889-'90.....	274	71	345	39	6	45	43	6	49	3	3	6	112	28	144	1,085	350	1,505	1,085.57	326.53	1,435.10	20.10	13.95	18.12	10.13	8.59	9.76	8.30	7.48	8.04	
1890-'91.....	271	81	352	36	30	66	38	15	53	1	1	2	98	30	128	1,160	355	1,608	1,160.62	344.44	1,505.06	20.81	34.47	26.51	8.44	8.71	8.51	6.87	6.96	6.89	
1891-'92.....	233	70	303	56	12	68	69	13	82	8	3	11	121	32	153	1,226	365	1,597	1,226.64	348.65	1,575.29	22.05	20.00	21.66	9.86	9.18	9.71	8.14	7.53	8.01	

The number of admissions, 303, was slightly below the average of the last five years, and the number discharged, 314, was greater by 70 than the average annual discharge during the same period; so that the close of the year finds us with the number of inmates less by 11 than the number at its opening, a condition which has not existed before in the last twenty-five years. The relief, however, is more seeming than real, as the whole number under treatment, 1,911, was greater than in any previous year, while the daily average number resident, 1,575, is an increase of 70 over the last, and is far in excess of the average of any former year. In other words, the hospital remains overcrowded in spite of an unusual number of discharges and some additional accommodations opened. We can hardly hope that the tide of insanity is permanently stayed, or that the numbers will not continue to mount up with the coming years, necessitating still further accommodations.

The advancing age of the old soldiers, who furnish so large a per cent of the whole population of the hospital, 72 inmates of the Home for Disabled Volunteers, about one-fourth of the whole number of admissions, having been received during the year, is apparent in the mortality. The number of deaths, 153, was 8 per cent of the whole number under treatment, and 9.7 per cent of the average number. Very many of those received during the past year from the Home for Disabled Volunteers were bedridden from the start, and more than 10 per cent of our inmates are at all times proper subjects for infirmary wards. This does not mean that the authorities of the home are censurable for sending these men to us, but that the veteran soldiers are growing old and coming year by year to have more need for hospital care. The liberal accommodations afforded the sick in the Toner building are kept constantly filled, and were not opened a day too soon. Five deaths were the direct result of la grippe, and quite a number were indirectly from that cause by reason of the debilitating effects of the disease. Twenty-five deaths, or about one-sixth of the whole number, were those of persons afflicted with the general paralysis of the insane. Among the insane this outranks phthisis as the leading avenue out of the world. Eight deaths occurred directly from epileptic convulsions. The epileptic is a growing class in our population, for whom special provision should be made, and is again asked in the estimates for the coming year.

The home farm has afforded fairly remunerative products for the use of our large household, a tabulated statement of which is herewith submitted:

Table of farm and garden products.

Apples, 510 bushels, at 50 cents	\$255. 00	Celery, 21,184 stalks, at 5 cents	\$1, 059. 20
Asparagus, 3,370 bunches, at 6 cents	202. 20	Cherries, 120 quarts, at 6 cents	7. 20
Beans (Lima), 75 bushels, at \$1.50	112. 50	Chickens, 215, at 35 cents	75. 25
Beef, fresh, 2,002 pounds, at 7 cents	140. 14	Cucumbers, 1,194 dozen, at 10 cents	119. 40
Beets, 3,554 bunches, at 2 cents	71. 08	Currants, 110 quarts, at 10 cents	11. 00
Cabbage, 50,475 heads, at 7 cents	3, 533. 25	Corn (green), 1,153 dozen, at 15 cents	172. 95
Cabbage (York), 300 heads, at 6 cents	18. 00	Ducks, 40, at 30 cents	12. 00
Cabbage (sprouts), 7 barrels, at \$2	14. 00	Eggs, 1,870½ dozen, at 20 cents	374. 10
Cantaloupes, 8,267, at 5 cents	413. 80	Eggplants, 14,101, at 6 cents	846. 06
Carrots, 1,331 bunches, at 2 cents	26. 62	Figs, 256 quarts, at 15 cents	38. 40
Carrots, 68 bushels, at 50 cents	34. 00	Grapes, 4,789 pounds, at 5 cents	239. 45
		Kale, 316 barrels, at \$1.50	474. 00
		Lettuce, 14,820 heads, at 3 cents	444. 60
		Milk, 60,652 gallons, at 25 cents	15, 163. 00
		Onions, 12,465 bunches, at 2 cents	249. 30

Table of farm and garden products—Continued.

Onions, 29 bushels, at 75 cents	\$21.75	Quinces, 7 bushels, at \$3.....	\$21.00
Onion sets, 17 bushels, at \$3.50	59.50	Rhubarb, 3,030 bunches, at 2	
Oyster plants, 1,735 bunches, at		cents.....	60.60
3 cents.....	52.05	Radishes, 14,142 bunches, at 2	
Oyster plants, 180, at 3 cents..	5.40	cents.....	282.84
Parsnips, 16½ bushels, at 75		String beans, 462½ barrels, at	
cents.....	12.37	\$1.50.....	693.37
Parsnips, 2 barrels, at \$2.25...	4.50	Squashes (summer), 15,268, at	
Peaches, 144½ bushels, at \$2....	289.00	2 cents.....	305.36
Pease, 242 barrels, at \$3.....	726.00	Spinach, 13 barrels, at \$1.50 ..	19.50
Peppers, 18 bushels, at \$1.....	18.00	Strawberries, 6,842 quarts, at	
Parsley, 7,161 bunches, at 2		10 cents.....	684.20
cents.....	143.22	Tomatoes, 2,073½ bushels, at 50	
Pears, 233¾ bushels, at 75 cents	175.31	cents.....	1,036.75
Pork, 12,605 pounds, at 6 cents	756.30	Turnips, 335 bushels, at 40 cents	134.00
Potatoes (Irish), 1,510½ bushels,		Watermelons, 1,599, at 10 cents	159.90
at 75 cents.....	1,132.87	Sale of stock	241.50
Potatoes (sweet), 966 bushels,			
at 50 cents	483.00	Total	31,645.79
Pumpkins, 700, at 3 cents.....	21.00		

The following products, consumed on the farm, can not be considered a part of the profits:

Corn fodder (green), 10 acres, at		Rye (dry), 50 tons, at \$12.....	\$600.00
\$35.....	\$350.00	Oats (green), 12 acres, at \$35....	420.00
Corn fodder (dry), 90 tons, at \$15	1,350.00	Turnips, 244 bushels, at 40 cents.	97.60
Hay, 300 tons, at \$15	4,500.00		
Grass (green), 12 acres, at \$35 ..	420.00	Total	7,917.60
Rye (green), 6 acres, at \$30.....	180.00		

Considerable delay in perfecting the title to the new farm has somewhat postponed its occupation by the hospital inmates, but steps are now being taken to properly inclose the whole and to begin the cultivation of the fields that have so long lain fallow. During the coming year it is the intention to make there suitable accommodations for a pioneer colony of laboring men, carefully selected from the quiet class of inmates, to whom a home where they can sit under their own vine and fig tree enjoying the fruit of their labors will be something hitherto unknown to their hospital life. This will be a somewhat new departure in the direction of humane care and enlightened treatment, that can hardly fail to promote the comfort of those whose hands are thus occupied while their thoughts may find therein diversion from the cobwebs of their brains. With judicious care in the selection of the inmates, such colonies may in time be multiplied and extended, growing into villages for the harmless insane, homes planted about with gardens and orchards, giving to their humble abodes an atmosphere of content, bringing to darkened minds and troubled lives glimpses of sunshine and peace. A moderate outlay for inexpensive farm cottages, a little patience in the development of the work, and an abiding faith in the result, is all that is needed to take them away from the hospital atmosphere, and out of the new farm vistas to open wider horizons to the everyday life of the insane.

Estimates for the fiscal year ending June 30, 1894.

For current expenses	\$363,000
For general repairs and improvements	16,000
For additional accommodations, viz:	
Pavilions for the epileptic insane.....	75,000
Farm cottages for inmates at new farm	4,480

For special repairs and improvements, viz:

Detached kitchen for the Toner building	2, 240
Rebuilding machine shop	7, 000
Rebuilding and enlarging plant house	2, 175

The estimate for current expenses is for the support, clothing, and treatment, in the Government Hospital for the Insane, of the insane from the Army and Navy, Marine Corps, Revenue-Cutter Service, inmates of the National Home for Disabled Volunteer Soldiers, persons charged with or convicted of crimes against the United States, who are insane, all persons who have become insane since their entry into the military or naval service of the United States who have been admitted to the hospital and who are indigent, also the indigent insane of the District of Columbia.

The estimate is based on a probable average number of 1,650 of the above classes, at a per capita annual cost of \$220. Congress has for many years divided the amount of the appropriation between the sundry civil and the District bill. Following the ratio of previous years, the increase in the District appropriation being based on the increase in the number of District patients during the last year, the amount in that bill will be \$96,214, leaving \$266,786 to be provided in the sundry civil bill. Of this sum it is asked that not exceeding \$1,500 may be used in defraying the expenses of the return of patients to their friends.

The amount asked for general repairs and improvements is the sum appropriated for the present year. This will be required to keep the very extensive system of buildings and grounds in good condition, and at the same time provide for such changes and appliances as the progress in the care of the insane has shown to be desirable.

The sum of \$75,000 is asked for additional accommodations—distinct pavilions for 150 of the epileptic class of the insane. The appropriation is intended to include furnishing and heating apparatus. The steady increase in the number of the insane to be provided for had rendered it necessary that each year some additional provision should be made. Congress has wisely decided that each year's added accommodations should be of a character to afford the greatest relief to the whole by making the hospital the most complete in its arrangements for the special care of all classes. The epileptic insane are a class who by reason of their infirmity and peculiarities are best cared for in distinct wards, and preferably, whenever their numbers are sufficient to justify the outlay, in distinct buildings, with grounds specially arranged and set apart for their use. The number in this hospital at the close of the last fiscal year was more than 125, and is increasing. They are a difficult class to provide for properly and their association in wards with the rest of the insane is a detriment to those whose sensitive feelings experience a shock in witnessing their convulsions. The necessity of the additional accommodations is shown by the fact that the buildings at present erected, which afford good accommodations for 1,300, are now crowded by well-nigh 1,600 inmates. In other words, 300 of the insane must each night lie down on beds placed in corridors or dormitories crowded beyond their proper capacity. This is a dangerous condition of things, with a wrong done to the insane and a risk that the hospital authorities ought not to be required to take. This appropriation should be made immediately available.

An addition to the accommodations which can be most economically and advantageously made is that of two farm cottages for inmates on the land lately purchased for the use of the hospital. If thought best

to make of wood they should be built on the slow-burning plan and then thoroughly treated with a fire-proofing compound. Thus constructed the cost would not much exceed that of the ordinary farm cottage. These buildings will form the nucleus for an agricultural colony of the workingmen, and be a recognition of the dignity and the rewards of labor among the insane. Quite a number of selected workmen will thus be provided for who will have there the liberty and comforts of a home.

The experience of this excessively hot summer has shown the need of having the kitchen of the Toner building detached. This building is the infirmary for the feeble and sick men and has proved in other respects a most satisfactory and liberal provision for 100 of this class. But the present kitchen having been placed in the basement, proves objectionable, by reason of the heat, to the wards of the sick above, at least during the summer months, and at all times by the permeating odors from the cooking. A building of one story and basement, a little to the rear, with its basement connected by a passage with the infirmary, will correct this and afford light and comfortable rooms for the preparation of special dishes for the sick inmates.

Seven thousand dollars will be required to rebuild the machine shop, which has now become unsafe by reason of a gradual settling of the foundations, the building having been built in part over filled ground and been for more than thirty-five years subject to deterioration from the constant jar of machinery. There is daily use for its saws, planers, and molding machines, and the building should be at once rebuilt on an enlarged and secure foundation.

By reason of the gradual decay of the woodwork, the propagating house is falling to pieces and will have to be restored. This should be done by replacing the present temporary structure with a permanent iron and glass house. All the bedding plants used in decorating the extensive grounds are brought forward during the winter in this house. They add an element of beauty to the summer landscape, enter into the moral treatment of the insane, and so become a medicine to the mind. The estimated outlay for this essential work is \$2,175.

We gratefully acknowledge the aid of friends from the city in giving enjoyable evening entertainments for the benefit of the inmates. Mr. M. G. Copeland has our thanks for the elaborate and tasteful decorations of the large dining-hall for the Easter ball of our household, decorations which were much admired. Mr. Edwin T. Ashford and others gave novels and magazines for the wards, and Mr. Howard Watt a number of sheets of music, all of which were most acceptable. Mr. John Thomas presented the hospital with a very suitable bookcase, which he had built out of red cedar with his own hands, as a labor of love for us. Mrs. Burrows, with characteristic munificence, has tastefully furnished the rooms in the cottage which she has already given. Truly the hospital has friends.

The staff of medical officers remains without change, years only adding to the value and efficiency of their service. Mr. and Mrs. Joseph Baker, for many years the housesteward and housekeeper, respectively, of the institution, have left us to enter upon new fields of labor. Their familiar faces are much missed. Mr. Evander French, the former farm steward, is now the general steward, and Miss Mary O'Leary takes the position of housekeeper in the domestic department. The other heads of departments remain unchanged.

But though the year just closed has been one of few marked changes, there has been much quiet progress in the hospital work. Particular

attention is called to the accompanying report of the pathologist and the important subjects he has illustrated and whose literature he has enriched. The important dental work for the inmates, under the supervision of Dr. Calver, has been successfully carried on. Considerable valuable ocular and ophthalmoscopic work has been undertaken by Dr. Drew in addition to his other duties, and more thorough photographic work is now being laid out than at any previous time.

The completed Howard Hall and Toner building have proved of great service in the proper classification of the inmates and have been found most satisfactory in the care of the classes for which they were especially designed. The introduction of electric lighting, for which appropriation has been made and which it is hoped may be accomplished during the present year, will mark an era in the progress of the material development of provision for the insane. The intention is to make extensive use of electric fans for cooling and ventilating apartments for the sick, the assembly room, kitchen, and laundry. The extension of the general kitchen will be completed during the present year, affording marked relief in that department. The changes in the heating apparatus are now well advanced and bid fair to give satisfactory results. More outside work has been done by hospital inmates than ever before, and arrangements are now being made to still farther advance this important branch of mental therapeutics for the chronic insane. The grading of grounds with the opening of new roads and avenues within the inclosure, while by no means complete, shows commendable progress. There is perhaps, nowhere within the limits of the District of Columbia, a tract of equal extent that is capable of more pleasing and varied development than this St. Elizabeth tract. But this, with our limited appropriation for repairs and improvements, can only be the gradual work of years and will continue to afford to the present, and to a generation of inmates yet to come, healthful occupation for a lifetime before it can be said to be anywhere near complete. There is a beauty and a fitness in this continuing work within their own inclosures for such an army of the insane. May it be given to us to direct it wisely, and to those whom it is intended to benefit, to find healing in its touch.

Once more we commend these unfortunate wards of the nation and this great trust that has been committed to our care, to the generous promptings of humanity in legislation on which we have never relied in vain.

We are, sir, very respectfully,

J. M. TONER,
President.

W. W. GODDING,
Secretary ex officio.

Hon. JOHN W. NOBLE,
Secretary of the Interior.

	Oct.	Nov.	Dec.	1892.	Jan.	Feb.
Wm. Galt & Co.	30	206	355.26			
Emma Ferguson	3	230				
Rose Howard	17	236				
Frank Hume	31	250				
Geo. M. Oyster	31	257	476.98			
Arthur Bailey	31	259				
Somerset R. Waters	31	262				
Thomas O. Varnell	31	263				
Charles F. Matlage	31	274				
James F. Oyster	31	278				
C. Denekas	31	281				
Levi Baker	31	282				
Rabbitt & Crown	31	342				
The Hygienic Ice Co	30	345				
C. Denekas	30	350				
G. Taylor Wade	30	352				
W. M. Galt & Co.	30	353				
James L. Barbour & Son	30	354				
J. B. Finch	23	398				
Steve Harrison	23	399				
A. G. Polini	23	400				
Arthur H. Bailey	31	415				
J. C. Ergood & Co.	31	423				
Browning & Middleton	31	424				
Thomas O. Varneil	31	427				
H. L. Strang	31	428				
The Hygienic Ice Co.	31	429				
Jas. F. Oyster	31	431				
C. Denekas	31	434				
Somerset R. Waters	31	437				
B. B. Earnshaw & Bro	31	440				
J. Harry King	31	447				
W. W. Conner	2	464				
Brattleboro Jelly Co.	18	467				
George Thorne	23	477				
Thos. O. Varnell	30	496				
Frank Hume	30	499				
G. Taylor Wade	30	516				
C. Denekas	30	522				
Schafer & Clary	30	526				
A. F. Kingsley & Son	30	532				
E. J. Adams & Co.	30	533				
Chas. F. Matlage	30	535				
Boykin, Seddon & Co	30	536				
Geo. J. Mueller	30	548				
Daniel Loughran	30	549				
Arthur H. Bailey	30	554				
R. A. Golden	29	584				
G. G. Cornwell & Son	29	585				
Jas. F. Oyster	29	586				
W. M. Galt & Co.	29	587				

Classified expenditures, Government Hospital for the Insane, for fiscal year ending June 30, 1892—Continued.

SUBSISTENCE—Continued.

Date.	Furnished by—	Voucher No.	Flour, meal, crackers, etc.	Ice.	Butter, cheese, and eggs.	Fresh meat.	Salt and smoked meats.	Fish and poultry.	Tea and coffee.	Sugar and molasses.	Lard.	Fruits and vegetables.	Other groceries.	Grand total.
1892.														
Feb. 29	Somerset R. Waters.	596								\$942.03			\$130.71	
Mar. 30	Jas. L. Barbour & Son.	631								262.09			562.72	
31	Brattleboro Jelly Co.	640											117.73	
31	Thos. O. Varnell.	641				\$4,652.14	\$1,504.24				\$119.48			
31	The Hygienic Ice Co.	642					212.61							
31	Chas. F. Matlage.	643												
31	James Dundon.	646							\$504.00					
31	Boykin, Seddon & Co.	650											350.06	
31	Myers & Houseman.	662				686.50								
31	C. Denekas.	666											56.93	
31	H. L. Strang.	670										\$328.31		
31	B. B. Earnshaw & Bro.	672											358.22	
31	J. C. Ergood & Co.	674							358.36	182.92			301.23	
31	Browning & Middleton.	676											215.71	
31	Frank Hume.	680							1,379.09				278.90	
Apr. 9	W. W. Conner.	703			\$9.15									
30	Joseph Wahler.	711											231.00	
30	Geo. M. Oyster.	712			651.42									
30	Jas. F. Oyster.	713			3,029.88									
30	W. M. Galt & Co.	715	\$3,143.16											
30	Chas. F. Matlage.	717					197.39							
30	M. A. Dugan.	722				1,371.15					96.78			
30	Thos. O. Varnell.	726				988.42	615.18							
30	Geo. W. Harvey.	727						\$1,063.35						
30	R. A. Golden.	728						178.64						
30	G. Taylor Wade.	730										573.75		
30	Somerset R. Waters.	732								1,035.63			196.41	
30	Jas. L. Barbour & Son.	734								83.27			142.84	
30	Frank Hume.	736							682.47				198.28	
30	J. C. Ergood & Co.	737							143.22				142.18	
30	G. G. Cornwell & Son.	739							42.88				345.77	
30	Rabbitt & Crown.	741						1,061.74				60.90		
30	C. Denekas.	746											29.37	
30	Hygienic Ice Co.	748	135.64											
30	B. B. Earnshaw & Bro.	755											141.60	
31	W. W. Conner.	785			3.64									
31	Geo. W. Carson.	787							20.00					
31	Geo. M. Oyster.	791			1,087.98									
31	J. W. Loughlin & Co.	799											31.50	

May

[illegible]

31	Robert Leitch & Sons	277	90.03																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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June	31	818	123.54	58.23	106.21 20.34	4.68	10.00	464.80	27.40	554.00	2,561.15	\$107.50	\$36,011.66
B. Rich & Sons.....	31	818											
Henry C. Harper.....	30	879		58.23									
W. H. Thomas & Co.....	30	880	31.25										
John Anderson.....	30	884											
Benj. W. Flack.....	30	889											
Jas. L. Barbour & Son.....	30	903				4.68	10.00	464.80					
F. P. May & Co.....	30	905	3.60						27.40				
Poole & Brooke.....	30	908											
Wilmarth & Edmonston.....	30	912			106.21 20.34								
Melville Lindsay.....	30	913	71.74										
B. A. Stevens.....	30	914	21.00										
W. B. Moses & Son.....	30	920	69.19										
A. P. McElroy.....	30	924	140.60										
Thos. G. Hood.....	30	925		6.59									
J. H. Funkhouser.....	30	927	72.00										
Rosenblatt & Co.....	30	929				335.89							
Alex. Milne.....	30	930	133.38										
Lansburgh & Bro.....	30	933	107.33	14.18									
F. Petersen.....	30	940											
Ward & Cunningham.....	30	942					1 75 40.15						
W. H. Harover.....	30	944						29.40					
S. S. Shedd & Bro.....	30	955	18.00										
M. Mahoney.....	30	961					13.96						
Robert Boyd.....	30	965				23.75			5.74				
H. Kohnstamm & Co.....	30	988											
Louis A. Dieter.....	30	992	107.35										
M. Silverberg & Co.....	30	996	77.48										
Julius Lansburgh.....	30	998	306.65										
E. G. Schafer & Co.....	30	999	103.20										
Wash. B. Williams.....	30	1000	670.86										
M. W. Beveridge.....	30	1006			605.26								
H. O. Towles.....	30	1010	146.00										
Wilmarth & Edmonston.....	30	1011			74.49								
Total.....			5,759.39	1,047.30	2,317.83	4,022.18	459.29	547.24	10,298.97	554.00	2,561.15	\$107.50	\$36,011.66

Oct.	31	Geo. W. Knox																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	</
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Classified expenditures, Government Hospital for the Insane, for fiscal year ending June 30, 1892—Continued.

DRY GOODS AND CLOTHING, BOOKS, STATIONERY, AND MISCELLANEOUS—Continued.

Date.	Furnished by—	Voucher No.	Boots, shoes, and slip-pers.	New clothing.	Clothing material.	Hats.	Notions.	Books and periodicals.	Stationery and postage.	Freight and hauling.	Incidental work.	Advertising.	Electrical instruments.	Photographic instruments, etc.	Grand total.
1892															
Mar. 31	Blum Bros	677		\$313.18	\$84.26		\$20.25							\$62.98	
31	E. J. Pullman	679													
31	Geo. W. Knox	684								\$1.92					
31	The United States Express Co ..	685								2.45					
31	Adams Express Co	686								1.25					
Apr. 30	S. Bieber	714		1,233.90											
30	Thos. G. Hood	723			358.41										
30	B. Rich & Sons	733	\$509.70				496.94								
30	Blum Bros	735		247.00											
30	Lansburgh & Bro	738		134.00			150.60								
30	W. H. Lowdermilk & Co	747						\$4.00							
30	Guy, Curran & Co	751					61.39								
30	Geo. W. Knox	757								8.34					
May 27	R. C. Jones	780						6.00							
31	Adams Express Co	784							\$41.91	1.15					
31	Department of the Interior ..	789							5.00						
31	H. Kohnstamm & Co	790													
31	Wm. Hahn & Co	817	348.50											75.82	
31	J. B. Chamberlain & Co	819		25.00											
31	A. Lisner	822								1.05					
31	Geo. W. Knox	840						3.00							
June 18	John C. Weidman	844						12.00							
18	Wm. Wood & Co	845						20.00							
30	F. A. Thue	858							63.00						
30	Washington City post-office ..	863													
30	The Washington Post Co	868										\$6.50			
30	The Press Co. (limited)	869										15.60			
30	Chas. C. Fulton & Co	870										8.13			
30	The N. Y. Daily Bulletin Associa- tion	871													
30	The Mail and Express	872										15.60			
30	The National Republican	873										21.60			
30	Volks-Tribun	874										10.50			
30	Shipping and Commercial List and New York Price Current ..	875										2.40			
30	Henry C. Harper	879					4.25					18.00			
30	A. L. Williston	896							120.00						
30	Wm. Ballantyne & Sons	898						57.80							

30	E. Morrison Paper Co	904	6.75	3,147.29	7,988.44	411.00	1 015 08	1,004.02	712.52	455.32	129.94	128.82	150.30	199.08	\$17,806.14
40	Robert Cohen	910													
30	Blum Bros	911	86.59												
30	E. E. McKnight	932	65.00												
30	Lansburgh & Bro	933													
30	B. Rich & Sons	934			\$91.50	1.34									
30	Geo. Maier	938						35.00							
30	Edward F. Droop	946									\$21.24				
30	J. L. Bullock	948						11.19							
30	J. U. Burket & Co	951											\$6.80		
30	J. H. Mills & Co	952							2.50						
30	The Washington Post Co	953						41.94							
30	J. Karr	958									18.00				
30	Lewis Barr, agent	963									8.63				
30	Baltimore and Potomac R. R. Co	966								1.10					
30	Adams Express Co	967								2.50					
30	People's Dispatch and Transfer Co	968								.50					
30	Baltimore and Ohio R. R. Co	302								4.55					
31	Geo. W. Knox	303								3.79					
30	W. Andrew Boyd	987						5.00							
30	Lewis S. Hayden	994						11.72							
30	Samuel Bieber	1007	990.00												
30	Wm. Hahn & Co	1009	225.00												
30	The Evening Star Newspaper Co.	1012										915			
30	Geo. W. Knox Express	1013								11.94					
	Total.....		2,464.33	3,147.29	7,988.44	411.00	1 015 08	1,004.02	712.52	455.32	129.94	128.82	150.30	199.08	\$17,806.14

Classified expenditures, Government Hospital for the Insane, for fiscal year ending June 30, 1892—Continued.

MEDICAL SUPPLIES, EXPENDED FOR AMUSEMENT OF PATIENTS, ETC.

Date.	Furnished by—	Voucher	Drugs, medicines, etc.	Alcoholic stimulants.	Instruments, etc.	Returning eloped patients.	Amusements of patients.	Sending to their homes.	Pathological supplies.	Dental supplies.	Grand total.
1891.											
July 21	Jas. H. Sayles	6				\$5.00					
31	Price Mfg. Co.	19	\$55.43								
Aug. 8	Sam. West	53				5.00					
17	John Tilghman	64				5.00					
24	Geo. F. Canter	68				5.00					
31	George Thompson	80				5.00					
31	The Royal Malt Extract Co.	89	23.00								
31	Gideon Sibley	93								\$5.50	
31	Christian Xander	96		\$110.00							
31	Scheller & Stevens	101	81.25								
31	Boykin, Seddon & Co.	109					\$317.40				
31	John S. Anistaki	113	116.73								
14	Charles Burtner	129						\$20.10			
Sept. 2	Sam. West	136				5.00					
19	John Tilghman	148				5.00					
24	J. C. Fickel	156				5.00					
25	C. H. Latimer	158				5.20					
30	Humphrey's Homeopathic Medical Co.	175	18.00								
30	A. C. Patterson, chief clerk	182					36.90				
30	H. Hoffa	190			\$24.00						
30	Z. D. Gilman	191	243.86								
30	Browning & Middleton	196		87.55							
30	G. G. Cornwell & Son	197		5.00							
30	Chas. Fischer	199			3.75						
30	B. B. Earnshaw & Bro.	201					98.56				
30	Guy, Curran & Co.	208					92.21				
Oct. 31	I. Foster	243				5.00					
31	Wm. B. Price Manufacturing Co.	264	32.88								
31	E. F. Houghton & Co.	267	18.00								
31	Whithall, Tatam & Co.	268			16.20						
31	Boykin, Seddon & Co.	269					258.98				
31	Educational Supply Co.	271							\$78.75		
31	Scheller & Stevens	279	76.50								
4	Chas. McKenzie	310				5.00					
28	William Brown	324				5.00					
30	H. Hoffa	346			32.40						
30	Jas. L. Barbour & Son	354		319.49							
11	John Byron	374						8.00			
21	H. G. Stout	375						38.50			
Dec. 31	Boykin, Seddon & Co.	414					245.87				

[illegible]

Classified expenditures, Government Hospital for the Insane, for fiscal year ending June 30, 1892—Continued.

MEDICAL SUPPLIES, EXPENDED FOR AMUSEMENT OF PATIENTS, ETC.—Continued.

Date.	Furnished by—	Voucher No.	Drugs, medicines, etc.	Alcoholic stimulants.	Instruments, etc.	Returning eloped patients.	Amusements of patients.	Sending to their homes.	Pathological supplies.	Dental supplies.	Grand total.
1892.											
June 30	Jas. W. Queen & Co.....	931	.....	.....	\$8.58	.....	.....	.....	.....	.....	.....
30	John F. Ellis & Co.....	954	.....	.....	.....	.....	\$41.50	.....	.....	.....	.....
30	Guy, Curran & Co.....	964	.....	.....	.....	.....	57.18	.....	.....	.....	.....
30	M. C. Darnell.....	971	.....	.....	.....	\$5.00	.....	.....	.....	.....	.....
8	James Hannan.....	986	.....	.....	.....	.....	.....	\$11.00	.....	.....	.....
30	Z. D. Gilman.....	990	\$173.28	.....	.....	.....	.....	.....	.....	.....	.....
30	Scheller & Stevens.....	991	274.95	.....	.....	.....	.....	.....	.....	.....	.....
	Total.....	.....	2,150.46	\$1,200.03	160.00	109.10	1,701.94	204.23	\$88.75	\$15.50	\$5,630.01

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1892—Continued.

FARM, GARDEN, AND STABLE.

[illegible]

783	68.20	518.19	1,887.87	1,658.85	387.50	\$26,054.85
788						
795	34.63					
801		77.00				
805	1,085.60			162.92		
812						
838	7.50					
839		83.00				
855			36.09			
861		676.00				
862		210.00				
865		1,000.00				
877		100.00	11.00			
878		350.00				
899			336.15			
901					165.00	
903	102.00					
906			2.00			
923	44.98					
928					5.60	
939			25.10			
941	18.00					
945			15.75			
959	10.40					
969			100.00			
989	524.85	210.91				
997					41.00	
1001		226.35				
1003	561.80		75.00			
1008	12.75					
Total	13,305.16	962.28	841.09	324.20	6,169.71	518.19
					1,887.87	1,658.85
						387.50
						\$26,054.85

31	Robert Leitch & Sons.....	22	143.89																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</
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Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1892—Continued.

SALARIES AND WAGES.

Date.	Furnished by	Voucher No.	Superintendent, physicians, and general office.	Ward service.	Inside domestic department.	Engineer's department.	Farm and garden, hauling coal, drivers, etc.	Mechanics and helpers.	Making clothing.	Laundry.	Sunday service.	Grand total.
1891.												
July 31	Ellen Bowling	10							\$22.50			
31	Etta Harrison	16							20.20			
31	Pay roll—support	39	\$1,597.49	\$680.00								
31	do	40		1,092.84								
31	do	41		1,017.50								
31	do	42		749.04								
31	do	43		110.90								
31	do	44		888.98								
31	do	45		285.68								
31	do	46			\$953.66							
31	do	47			577.70							
31	do	48								\$515.68		
31	do	49					\$1,141.83					
31	do	50					1,026.49					
31	do	51					127.45					
31	do	52										
31	do	7										
31	Pay roll—repairs and improvements	229						888.98				
31	Pay roll—buildings and grounds	232						180.00				
31	do	232						233.67				
Aug. 12	Elizabeth Bladen	56							8.50			
12	L. McKenny	57							13.50			
12	C. M. Barnes	58							8.84			
14	Sarah J. Poates	59							8.50			
14	Maggie O'Leary	60							8.50			
15	Sarah M. Lanham	61							13.50			
17	M. McInturf	62							8.50			
19	Rachel E. Payne	65							17.62			
26	Kate Goodwin	69							8.50			
26	O. A. Moore	70							13.50			
26	Annie R. Anderson	71							8.50			
26	Rose Hardisty	72							8.50			
28	Jane Beavan	74							17.00			
29	Emma Green	75							9.00			
31	H. M. McAndrews	81							12.48			
31	Pay roll—support	115	1,589.49	685.50								
31	do	116		1,100.32								
31	do	117		1,038.85								
31	do	118		701.97								

[illegible]

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1892—Continued.

SALARIES AND WAGES—Continued.

Date.	Furnished by—	Voucher No.	Superintendent, physicians, and general office.	Ward service.	Inside domestic department.	Engineer's department.	Farm and garden, hauling coal, drivers, etc.	Mechanics and helpers.	Making clothing.	Laundry.	Sunday service.	Grand total.
1891.												
Dec. 14	L. A. McKenney	385							\$9.00			
14	C. M. Barnes	386							8.50			
19	Rachel E. Payne	388							17.00			
19	Lillie Owens	389							8.50			
21	Sarah J. Poats	392							9.00			
23	Elizabeth Bladen	395							8.50			
23	Emma Green	397							14.25			
31	M. McInturf	403							11.52			
31	Etta Harrison	404							10.05			
31	Jane Beavan	405							13.50			
31	Annie Baldwin	416							9.51			
31	Annie R. Anderson	417							17.00			
31	Ellen Bowling	442							13.50			
31	Pay-roll—support.	448	\$1,484.22	\$622.18								
31	do	449		1,143.22								
31	do	450		1,035.56								
31	do	451		777.23								
31	do	452		291.72								
31	do	453		854.79								
31	do	454		291.61								
31	do	455			\$1,061.68							
31	do	456			500.90							
31	do	457							502.98			
31	do	458					\$1,203.84					
31	do	459					386.43					
31	do	460				\$703.80		\$782.90				
31	do	461					527.30					
31	do	266						483.17				
31	Pay roll—buildings and grounds	267						248.00				
31	do	27						215.08				
31	Pay roll—repairs and improvements											
1892.												
Jan. 15	M. A. Dodge	466							8.50			
19	Annie Hannan	470							8.50			
20	Harry L. Amer	471	25.00									
21	R. Laurie	472							14.79			
22	C. E. Gardner	474							9.00			
22	Maggie O'Leary	475							9.00			
26	Lillie Owens	481							8.50			
26	C. M. Barnes	482							8.50			

[illegible]

Classified expenditures, Government Hospital for the Insane, for the fiscal year ending June 30, 1892—Continued.

SALARIES AND WAGES—Continued.

Date.	Furnished by—	Voucher No.	Superintendent, physicians, and general office.	Ward service.	Inside domestic department.	Engineer's department.	Farm and garden, hauling coal, drivers, etc.	Mechanics and helpers.	Making clothing.	Laundry.	Sunday service.	Grand total.
1891.												
Feb. 29	Pay roll—buildings and grounds.	280										
Mar. 5	Jane Beavan.	619						\$479.61	\$9.00			
15	Annie M. Baldwin.	620							16.50			
19	Rachel E. Payne.	623							13.50			
29	L. A. McKenney.	629							8.50			
31	Maggie O'Leary.	639							5.00			
31	Emma Green.	661							13.50			
31	Pay roll—Support.	687	\$1,758.40	\$656.05								
31	do.	688		1,178.30								
31	do.	689		992.58								
31	do.	690		743.33								
31	do.	691		336.29								
31	do.	692		848.90								
31	do.	693		290.32								
31	do.	694			\$1,075.18							
31	do.	695			509.22							
31	do.	696										
31	do.	697										
31	do.	698										
31	do.	699				\$901.34		700.09				
31	do.	700					\$1,201.84					
31	do.						221.17					
31	do.						486.58					
31	Pay roll—buildings and grounds.	287						1,102.71				
Apr. 23	Ellen Bowling.	709							13.50			
30	Jane Beavan.	721							13.50			
30	Pay roll—support.	758	1,600.30	667.50								
30	do.	759		1,127.50								
30	do.	760		996.07								
30	do.	761		811.33								
30	do.	762		356.07								
30	do.	763		840.00								
30	do.	764		324.00								
30	do.	765			1,056.83							
30	do.	766			573.99							
30	do.	767										
30	do.	768					1,216.83			516.50		
30	do.	769					244.51					
30	do.	770				750.08		852.44				
30	do.	771					739.37					
30	Pay roll—repairs and improvements.	50						73.67				

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SUPPLEMENTARY TO JUNE 30, 1891.

On hand, support	\$740.61
Miscellaneous receipts	823.88
	1,564.49

EXPENDITURES.

Plants and seeds	\$137.12
Stationery	126.50
Manure	100.00
Sunday service	100.00
Meat	96.48
Books	.50
Butter	850.79
Salaries and wages	42.10
Advertising	105.25
	1,558.74
Covered into the United States Treasury on support	5.75
	1,564.49

Classified expenditures, Government Hospital for the Insane, for fiscal year ending June 30, 1891. (Supplementary.)

Date.	Furnished by—	Voucher No.	Plants and seeds.	Stationery.	Manure.	Sunday service.	Meat.	Books.	Butter.	Salaries and wages.	Advertising.	Grand total.
1891.												
June 30	P. H. Heiskell, jr., & Co.....	991	\$137.12									
30	Geo. Ryneal, jr..	992		\$6.50								
30	Union Transfer Co	993			\$100.00							
30	A. L. Williston ..	994		120.00								
30	A. Floridus Steele.....	995				\$100.00						
30	C. C. Carroll.....	996					\$96.48					
30	W. G. Metzgerott & Co.....	997						\$0.50				
30	Geo. M. Oyster ..	998							\$850.79			
30	Mary Quaid, executrix	999								\$42.10		
30	Shipping and Commercial List, and N. Y. Price Current.	1000									\$19.50	
30	N. Y. Daily Commercial Bulletin.....	1001									13.20	
30	The Washington Post Co...	1002									6.50	
30	Philadelphia Press Co., limited.....	1003									15.60	
30	Baltimore American	1004									7.80	
30	The Evening Star Newspaper Co	1005									9.15	
30	Mail and Express, N. Y.	1006									21.60	
30	National Republican.....	1007									11.90	
	Total		136.12	126.50	100.00	100.00	96.48	.50	850.79	42.10	105.25	\$1,558.74

Detailed statement of receipts and expenditures for the fiscal year ending June 30, 1892.

RECEIPTS.

Appropriation for support.....	\$233,930.00
Appropriation for deficiency.....	22,000.00
Appropriation for District of Columbia.....	90,570.00
Appropriation for repairs and improvements.....	12,000.00
Appropriation for buildings and grounds.....	50,000.00
Miscellaneous receipts.....	26,209.21
On hand, buildings and grounds.....	10,686.36
On hand, additional farm land.....	10,000.00
On hand, repairs and improvements.....	1.23
	455,396.80
Balance remaining in Treasury on buildings and grounds.....	12,200.00
	467,596.80
Overdrawn on buildings and grounds.....	11.54
	467,608.34

EXPENDITURES.

Subsistence:

Flour, meal, and crackers.....	\$16,279.48
Ice.....	2,233.32
Butter, cheese, and eggs.....	21,508.61
Fresh meat.....	31,655.69
Salt and smoked meats.....	10,746.55
Fish and poultry.....	6,272.18
Tea and coffee.....	10,189.74
Sugar and molasses.....	8,065.11
Lard.....	1,128.61
Fruits and vegetables.....	6,844.22
Other groceries.....	12,153.84
	127,077.35

House furnishing, fuel, lights, etc.:

Furniture, fixtures, etc.....	5,759.39
Bedding.....	5,630.63
Table and towel linen.....	1,047.30
Utensils, crockery, etc.....	2,317.83
Kitchen fittings.....	459.29
Laundry supplies.....	4,022.18
Carpets.....	547.24
Hard coal.....	2,706.18
Soft coal.....	10,298.97
Wood.....	554.00
Lights, oils, etc.....	2,561.15
Brooms.....	107.50
	36,011.66

Dry goods and clothing, books, stationery, and miscellaneous:

Boots, shoes, and slippers.....	2,464.33
New clothing.....	3,147.29
Clothing material.....	7,988.44
Hats.....	411.00
Notions.....	1,015.08
Books and periodicals.....	1,004.02
Stationery and postage.....	712.52
Freight and hauling.....	455.32
Incidental work.....	129.94
Advertising.....	128.82
Electrical instruments.....	150.30
Photographic instruments.....	199.08
	17,806.14

Medical supplies, expended for amusement of patients, etc.:

Drugs, medicines, etc.....	2,150.46
Alcoholic stimulants.....	1,200.03
Instruments, etc.....	160.00
Returning eloped patients.....	109.10
Amusement of patients.....	1,701.94
Sending to their homes.....	204.23
Pathological supplies.....	88.75
Dental supplies.....	15.50
	5,630.01

Farm, garden, and stable:

Feed	\$13,305.16
Implements, horseshoes, etc	962.28
Plants and seeds	841.09
Manures	324.20
Live stock	6,169.71
Harness and repairs	518.19
Vehicles and repairs	1,887.87
Hay and straw	1,658.85
Incidental expenses	387.50
	\$26,054.85

Repairs and improvements:

Lumber, doors, etc	5,481.75
Hardware, etc	1,737.54
Engineers' and plumbers' supplies	5,152.15
Paints, oils, glass, etc	2,869.54
Roofing	357.36
Iron work, etc	2,590.99
Plastering, etc	705.72
Sundry small repairs, etc	2,555.01
Fire and other apparatus	2,271.30
Masons' supplies	2,574.09
Buildings	38,146.25
	64,441.70

Salaries and wages:

Superintendent, physician's and general office	19,615.66
Ward service	59,911.83
Inside domestic department	18,843.75
Engineers' department	9,242.54
Farm and garden, hauling coal, drivers, etc	26,285.00
Mechanics and helpers	25,441.24
Making clothing	1,852.49
Laundry	6,111.23
Sunday service	500.00
	167,803.74

Expended by warrant for additional farm land	10,000.00
On hand, support	565.99
On hand, repairs and improvements	15.67
Balance remaining in Treasury on buildings and grounds	12,200.00
	467,608.34

Itemized receipts.

Cash received for—

1891.

July	31.	Board of Mary E. Watkins	22.00
	31.	Sale of stock, etc	5.00
Aug.	14.	Board of Henry C. Dean	5.00
	18.	Board of Henry C. Dean	20.00
	22.	Board of Chu-e-rah-rah-he-kah	91.00
	25.	Board of Emily B. Wadsworth	27.00
	31.	Sale of stock, etc	65.50
Sept.	3.	Board of Amon Woodward	20.00
	3.	Board of Martha Herman	20.00
	4.	Board of H. M. Roach	21.00
	5.	Board of William H. Hindes	65.00
	11.	Board of Sarah E. Cox	20.00
	14.	Board of Rufus E. Wilcox	65.00
	16.	Board of Mary E. Watkins	22.00
	19.	Board of Earl S. Stone	65.00
	21.	Board of Christian Potter	65.00
	23.	Board of A. J. Kellogg	43.57
	25.	Board of Emily B. Wadsworth	20.00
	26.	Board of W. J. Morse	24.29
	30.	Board and special attendance Edward Burchell	211.00
	30.	Board of Adolph Berger	65.00
	30.	Board of M. A. Gilleland	65.00
	30.	Board of Martha Herman	20.00
	30.	Board of A. D. McCall	65.00
	30.	Special attendance Rollin Perkins	75.00

1891.		
Sept.	30. Board of M. E. Cazenove	\$156.00
	30. Board of Amon Woodward	25.00
	30. Board of E. A. Bradley	50.00
	30. Board of Francis M. Cook	65.00
	30. Board of Herman Buchlers	130.00
	30. Board of Soldiers' Home Patients	901.43
	30. Board of Frank B. Hayes	65.00
	30. Board of Bryan Hall	65.00
	30. Board of W. H. Zepp	182.00
	30. Board of Henry C. Dean	25.00
	30. Board of John A. Cutter	58.50
	30. Sale of stock, etc	219.75
Oct.	15. Board of Jennie M. Lowell	91.00
	16. Board of Charles K. Yancey	91.00
	17. Board of Mary T. Chesley	20.00
	24. Board of Mary E. Watkins	16.00
	27. Board of Marine-Hospital Service	1, 281.86
	28. Board of Jos. Hutchins	72.00
	31. Board of Emily B. Wadsworth	20.00
	31. Board of Sarah C. Borrows	130.00
	31. Board of Henry C. Dean	25.00
	31. Board of Martha Herman	25.00
	31. Board of H. De H. Waite	73.00
	31. Board of E. A. Bradley	25.00
	31. Board of Amon Woodward	20.00
	31. Board of Sophia Curtis	147.14
	31. Board of Esau Gresham	130.00
	31. Sale of stock, etc	56.75
Nov.	10. Board of Jerusha A. Kellogg	25.00
	10. Board of Mary F. Chesley	10.00
	12. Board of Chu-e-rah-rah-he-kah	91.00
	20. Board of Mary E. Webster	65.00
	20. Board of Thos. Hynes	130.00
	23. Board of O. J. Norwood	59.28
	24. Board of John N. Berryman	65.00
	25. Board of Mary E. Watkins	16.50
	27. Board of Mary F. Chesley	10.00
	30. Board of Amon Woodward	20.00
	30. Board of Martha Herman	25.00
	30. Board of Wm. H. Hindes	65.00
	30. Sale of stock, etc	169.50
Dec.	8. Board of Henry C. Dean	25.00
	11. Board of Otho Gartrell	120.00
	12. Board of Jos. Hutchins	72.00
	12. Board of Mary F. Chesley	10.00
	17. Board of Jerusha A. Kellogg	25.00
	19. Board of E. A. Bradley	25.00
	22. Board of John S. Hildt	4, 520.00
	22. Board of Rufus E. Wilcox	65.00
	26. Board of Mary F. Chesley	10.00
	30. Board of Emily B. Wadsworth	45.00
	31. Board of Adolph Berger	65.00
	31. Board of Christian Potter	65.00
	31. Board of Jerusha A. Kellogg	15.00
	31. Board of Amon Woodward	25.00
	31. Board of S. C. Borrows	130.00
	31. Board of Martha Herman	20.00
	31. Board of M. A. Gilleland	65.00
	31. Board of A. D. McCall	65.00
	31. Special attendance Rollin Perkins	75.00
	31. Board of Mary F. Chesley	10.00
	31. Board of John P. Walker	25.00
	31. Board of United States Soldiers' Home patients	979.29
	31. Board of Earl S. Stone	65.00
	31. Sale of stock, etc	107.93
1892.		
Jan.	9. Board of E. C. Carrington	139.00
	9. Board of A. G. Kellogg	107.00
	11. Board of Bryan H. Hall	65.00

1892.

Jan.	11.	Board of John A. Cutter	\$58.50
	11.	Board of F. M. Cook	65.00
	12.	Board of Henry C. Dean	7.86
	15.	Board of Frank B. Hayes	65.00
	16.	Board of Anna Van Deman	40.00
	20.	Board of M. E. Cazenove	156.00
	20.	Board and special attendance Edward Burchell	301.00
	25.	Board of Chas. K. Yancey	91.00
	25.	Board of Marine-Hospital Service	1, 211.14
	26.	Board of M. E. Watkins	16.50
	28.	Board of Mary F. Chesley	10.00
	29.	Board of Amon Woodward	20.00
	29.	Board of Mary E. Webster	37.14
	30.	Sale of stock, etc	18.00
Feb.	3.	Board of J. A. Kellogg	25.00
	6.	Board of Esau Gresham	65.00
	6.	Board of Mary F. Chesley	10.00
	6.	Board of Martha Herman	25.00
	23.	Board of Mary F. Chesley	10.00
	24.	Board of George W. Long	124.00
	25.	Board of J. N. Berryman	65.00
	29.	Board of J. A. Kellogg	25.00
	29.	Board of Amon Woodward	20.00
	29.	Board of M. E. Watkins	16.00
	29.	Board of Catharine V. Supplee	20.00
	29.	Board of Jennie M. Lowell	123.00
	29.	Board of Wm. H. Hindes	65.00
	29.	Board of Chu-e-rah-rah-he-kah	91.00
	29.	Board of Martha Herman	20.00
	29.	Sale of stock, etc	179.09
Mar.	12.	Board of Joseph Hutchins	72.00
	14.	Board of Warren Webster	17.00
	19.	Board of Nathan King	5.00
	21.	Board of Rufus E. Wilcox	65.00
	26.	Board of Nathan King	5.00
	26.	Board of Adolph Berger	65.00
	28.	Board of A. M. Van Deman	35.00
	30.	Board of Emily B. Wadsworth	30.00
	30.	Board of Franklin P. Davis	1, 378.20
	31.	Board of G. W. Long	60.00
	31.	Board of M. A. Gilleland	65.00
	31.	Board of Amon Woodward	25.00
	31.	Board of Nathan King	5.00
	31.	Board of J. E. Wilson	61.00
	31.	Board of Catharine V. Supplee	20.00
	31.	Board of Thos. Hynes	130.00
	31.	Board of United States Soldiers' Home patients	975.00
	31.	Board of M. E. Webster	65.00
	31.	Board of W. H. Rose	31.42
	31.	Board of Francis M. Cook	65.00
	31.	Board of J. A. Kellogg	15.00
	31.	Board of Martha Herman	20.00
	31.	Board of E. A. Bradley	80.00
	31.	Board of Bryan Hall	65.00
	31.	Special attendance Rollin Perkins	75.00
	31.	Board of Christian Potter	65.00
	31.	Board of M. E. Cazenove	156.00
	31.	Board and special attendance Edw. Burchell	211.00
	31.	Sale of stock, etc	215.19
Apr.	9.	Board of Nathan King	5.00
	12.	Board of W. H. Zepp	182.00
	13.	Board of John A. Cutter	58.50
	13.	Board of Frank B. Hayes	65.00
	13.	Board of A. G. Kellogg	18.00
	13.	Board of S. C. Borrows	130.00
	13.	Board of Nathan King	5.00
	20.	Board of A. D. McCall	65.00
	21.	Board of Chas. K. Yancey	91.00
	23.	Board of Marine Hospital Service	1, 183.50

1892.

Apr.	26.	Board of J. N. Berryman.....	\$65. 00
	30.	Board of John Hildt.....	130. 00
	30.	Board of Amon Woodward	20. 00
	30.	Board of Chee-e-rah-rah-he-kah.....	91. 00
	30.	Sale of stock, etc.....	206. 91
May	3.	Board of Catharine V. Supplee	25. 00
	4.	Board of Mary E. Watkins.....	16. 50
	10.	Board of Martha Herman	25. 00
	10.	Board of J. A. Kellogg	32. 50
	11.	Board of Esau Gresham.....	65. 00
	11.	Board of Earl S. Stone.....	65. 00
	14.	Board of Warren Webster	8. 00
	25.	Board of Franklin P. Davis.....	260. 00
	27.	Board of George W. Webb.....	30. 00
	31.	Board of E. A. Bradley.....	45. 00
	31.	Board of Amon Woodward	20. 00
	31.	Board of M. E. Cazenove.....	156. 00
	31.	Board of Catharine V. Supplee.....	20. 00
	31.	Board of Emily B. Wadsworth.....	35. 00
	31.	Board of Earl S. Stone.....	65. 00
	31.	Sale of stock, etc.....	515. 32
June	4.	Board of Emily B. Wadsworth	45. 00
	6.	Board of William H. Hindes	65. 00
	6.	Board of Henry C. Dean	25. 00
	6.	Board of Martha Herman.....	20. 00
	11.	Board of Robert B. Benham.....	30. 00
	13.	Board of J. S. C. Lyles.....	7. 00
	13.	Board of Joseph Hutchins.....	72. 00
	16.	Board of Elizabeth E. Lewis.....	59. 28
	17.	Board of Mary E. Watkins.....	16. 00
	22.	Board of J. S. C. Lyles.....	3. 00
	30.	Sale of stock, etc.....	359. 91
	30.	Board of Wm. Griffith	260. 00
	30.	Board of Chas. Smart.....	13. 00
	30.	Board of Wm. B. Remey	85. 00
	30.	Board of Marine Hospital Service	1, 346. 79
	30.	Sale of stock, etc.....	67
Total.....			26, 209. 21

CHAPTER I
THE DISCOVERY OF AMERICA
The first discovery of America was made by Christopher Columbus in 1492. He was an Italian explorer who sailed across the Atlantic Ocean in search of a new route to the East Indies. On October 12, 1492, he landed on the island of San Salvador in the Bahamas. This event marked the beginning of European exploration and colonization of the Americas.

CHAPTER II
THE EARLY YEARS OF THE COLONIES
The early years of the colonies were marked by hardship and struggle. The settlers faced many difficulties, including lack of food, shelter, and protection from Native Americans. Despite these challenges, the colonies grew and developed, laying the foundation for the future United States.

CHAPTER III
THE STRUGGLE FOR INDEPENDENCE
The struggle for independence began in the 1760s, as the colonies fought against British rule. The American Revolution was a war fought between the thirteen original colonies and Great Britain. The colonies won their independence in 1776, and the United States was born.

CHAPTER IV
THE GROWTH OF THE NATION
The growth of the nation was rapid in the years following independence. The United States expanded its territory, and its economy flourished. The country became a major power in the world, and its influence spread across the globe.

CHAPTER V
THE CIVIL WAR
The Civil War was a major conflict in the history of the United States. It was fought between the Northern states, which opposed slavery, and the Southern states, which supported it. The war ended in 1865, with the Union victorious. The Civil War was a turning point in the history of the nation, as it led to the abolition of slavery and the strengthening of the federal government.

CHAPTER VI
THE RECONSTRUCTION ERA
The Reconstruction Era was a period of rebuilding and reform in the United States. It followed the Civil War and lasted until the late 1870s. During this time, the Southern states were reintegrated into the Union, and efforts were made to address the issues of race and social inequality.

CHAPTER VII
THE GROWTH OF THE INDUSTRIAL REVOLUTION
The growth of the Industrial Revolution was a major factor in the development of the United States. It led to the rise of big business and the growth of the middle class. The Industrial Revolution also brought about significant changes in the way people lived and worked.

CHAPTER VIII
THE PROGRESSIVE ERA
The Progressive Era was a period of social and political reform in the United States. It lasted from the late 1800s to the early 1900s. During this time, there were efforts to address issues such as corruption, social inequality, and the environment.

CHAPTER IX
THE WORLD WAR ERA
The World War Era was a period of global conflict and change. It included World War I and World War II. The United States played a major role in both wars, and its influence grew significantly as a result.

CHAPTER X
THE POST-WAR ERA
The Post-War Era was a period of peace and prosperity in the United States. It followed World War II and lasted until the late 1960s. During this time, the United States became a superpower, and its economy continued to grow.

CHAPTER XI
THE MODERN ERA
The Modern Era is the current period in the history of the United States. It is characterized by rapid technological advancement, globalization, and social change. The United States continues to play a major role in the world, and its future remains uncertain.

THE HISTORY OF THE UNITED STATES
The history of the United States is a long and complex one, filled with many important events and figures. From the first discovery of America to the present day, the United States has grown from a small colony to a major world power. The history of the United States is a story of struggle, growth, and achievement.

THE HISTORY OF THE UNITED STATES
The history of the United States is a story of many firsts. It was the first country to be founded on the principles of democracy and freedom. It was the first country to abolish slavery. It was the first country to send a man to the moon. The history of the United States is a story of many achievements and many challenges.

THE HISTORY OF THE UNITED STATES
The history of the United States is a story of many important events. The American Revolution was a major event in the history of the United States. The Civil War was another major event. World War I and World War II were also major events. The history of the United States is a story of many important events and many important figures.

THE HISTORY OF THE UNITED STATES
The history of the United States is a story of many important figures. George Washington was the first President of the United States. Abraham Lincoln was the President during the Civil War. Franklin D. Roosevelt was the President during World War II. The history of the United States is a story of many important figures and many important events.

THE HISTORY OF THE UNITED STATES
The history of the United States is a story of many important events and many important figures. It is a story of struggle, growth, and achievement. The history of the United States is a story that continues to this day. The United States is a country that has made many contributions to the world, and its future remains bright.

REPORT
OF THE
ARCHITECT OF THE UNITED STATES CAPITOL.

OFFICE OF THE ARCHITECT UNITED STATES CAPITOL,
Washington, D. C., July 1, 1892.

SIR: Relative to the various public works in the care of this office, I have the honor to present the following report as to their progress during the past fiscal year; also a statement of the expenditures on account of the same as paid by the disbursing officer of the Department of the Interior.

CAPITOL.

By direction of the Committee on Rules of the Senate several important changes have been made in the occupation of rooms in the Senate wing: that formerly occupied by the Committee on Rules has been fitted up and arranged for toilet, in connection with the reporter's gallery; that by Committee on Epidemic Diseases, arranged for ladies' retiring room, the Senate toilet room moved to that vacated by the Committee on Enrolled Bills, and the old toilet room, arranged as an annex to the room of the Committee on Appropriations. The ladies' room in the basement story has been removed, and the room formerly occupied as such, together with the room of Committee on Fisheries, have been equipped for the stationery room of the Senate.

Rooms connected with the basement story of the Supreme Court have been prepared, one for the use of the clerk and the other for the marshal of the Supreme Court. In one of these, an iron stairway has been constructed leading to the office of the clerk of the Supreme Court, in the principal story.

Additional cases and shelving have been supplied both to the Library of Congress and the law library.

The new steam boilers for the Senate wing have been completed and used with satisfactory results. A large amount of repairs have been made to the steam coils for heating, and one new stack for the same constructed.

The electric lighting has been extended to several additional rooms, including the law library. As the Government is paying rent for these plants—\$200 per month during the sessions of Congress—I unhesitatingly advise their purchase by the Government, when the Senate plant shall have been changed from the alternating to the direct sys-

tem, as has been recommended by the Committee on Rules of the Senate, which made some investigations into the subject of electric lighting. An additional dynamo and engine will be required for the House wing, for use in case of any disarrangement of the present dynamo and engine, now working to their fullest capacity. As fires have frequently occurred in the folding and store rooms, which have been attributed to inflammable matter being piled dangerously near the gas jets, a 100-light dynamo and 25 horse-power engine have been placed in the House wing, for special use of the folding and document room, near and under the old Hall of Representatives, as a further safeguard against loss by fire. This was done in compliance with a resolution of the House of Representatives, and paid for out of the contingent fund of the House.

CAPITOL TERRACE.

The stairways and marble balustrades, connecting the terrace with the central doors of the building, have been finished, and the bronze lamp-posts and railing have been put in place on the main stairways. The steam-heating has been extended to twenty-four rooms of the Senate side and various rooms shelved for books, documents, and files. All the rooms, both for committees and storage, are now occupied.

The fountain has been completed and is now in operation.

CAPITOL GROUNDS.

The roadway at the east front has been resurfaced with an asphaltic concrete pavement, under a guaranty given by the contractor to be kept in good repair for a period of five years.

The branch of the street railway which extended into the grounds from south B street has been taken up, and the space formerly occupied by the tracks paved at the expense of the railway company. The planting along the line of the road has been extended to meet the requirements of the change.

During the past winter the trees have been pruned and trimmed, and a considerable quantity of the shrubbery thinned out.

COURT-HOUSE, WASHINGTON, D. C.

The ventilation of this building has been improved by the construction of a duct running from the air-passage within the building to a brick tower erected in the grounds, about 70 feet from the west end of the structure. The air is drawn down this tower and along the duct by means of a fan propelled by steam, for which purpose a steam engine and boiler have been provided. This arrangement insures a constant and sufficient supply of air to the court rooms and the office rooms in the new part of the building, at all times, when the fan is run, so that the air supply is independent of the force and direction of the winds.

As directed by the court, the circuit court room has been changed by placing the bench at the western instead of the eastern end, as heretofore; the railings have been moved and reset to conform to this change.

The walls and ceilings of this room and that of the judge's, adjoining, have been painted. Considerable plumbing has been done and the building kept in good repair.

UNITED STATES BOTANIC GARDEN.

A plant house of iron, 17 by 72 feet, has been constructed to take the place of one of wood, which was no longer serviceable. In this house a water-lily tank built of bricks and covered with glass has been supplied. The rotunda of the large conservatory has been reroofed in order to take out the decayed woodwork on which the glass was laid. That portion of the building, inside and outside, has been painted. Several of the smaller houses have been painted, and a large amount of reglazing done to the various houses connected with this garden.

SMITHSONIAN INSTITUTION BUILDING.

The fireproofing of the western room at the Smithsonian building has been completed, and the room made ready for occupancy.

Having been requested by the Secretary of the Institution not to proceed with the work of re-roofing the main hall until further directed, nothing has been done beyond making a contract for such slating as may be required for that roof.

The amount expended for the work already done is \$13,138.92, leaving a balance of the amount appropriated now in hand of \$11,861.08.

FILES ROOM, COURT OF CLAIMS.

In compliance with the act approved May 13, 1892, the construction of a building, one story high, for a files room for the Court of Claims, adjoining the building of the Department of Justice, has been commenced, and is now nearly ready to receive the roof.

The amount expended on account of this work is \$507.02; balance on hand July 1, 1892, \$3,492.98.

Expenditures for work at the Capitol and for general repairs thereof.

Pay rolls, mechanics, laborers, etc.....	\$26,060.22
Labor by voucher.....	1,380.30
Paints, oils, and glass.....	2,150.09
Material for plumbing and steam fitting.....	2,821.66
Hardware and metals.....	1,167.54
Hauling and expressage.....	40.08
Care and repair of clocks in rotunda and statuary hall.....	100.00
Forage.....	180.00
Stationery.....	79.00
Bricks, lime, cement, and sand.....	49.20
Grate bars.....	487.55
Brushes, brooms, sponges, etc.....	497.11
Lumber.....	1,155.27
Material for covering fly doors.....	94.17
Material for electric bells.....	94.74
Nickel plating.....	99.30
Castings and repairs to machinery.....	517.65
One horse.....	200.00
Brass registers for Senate floor.....	729.75
Marble and granite work, Senate closets.....	990.40
Miscellaneous.....	100.15
Balance unexpended.....	5.82
Total.....	39,000.00
Appropriated March 3, 1891.....	30,000.00
Appropriated March 13, 1892.....	9,000.00
	39,000.00

CAPITOL TERRACES.

Pay rolls, mechanics, laborers, etc.....	\$4, 207. 28
Labor by voucher.....	246. 45
Marble and granite work.....	10, 708. 21
Bricks, lime, cement, and gravel.....	558. 28
Plumbing and gas-fitting material.....	578. 60
Hardware and metals.....	149. 40
Lumber.....	912. 94
Plastering.....	303. 42
Paints, oils, and glass.....	76. 66
Freights and hauling.....	16. 89
Bronze lamp-posts and railing.....	3, 284. 50
Advertising.....	1. 80
Blue prints.....	28. 50
Balance unexpended.....	6. 92
Total.....	<u>21, 079. 85</u>
Available July 1, 1891.....	<u>21, 079. 85</u>

ELECTRIC-LIGHT PLANT: SENATE.

Material for extending the plant, and for repairs.....	1, 504. 17
Balance unexpended.....	10, 972. 86
Total.....	<u>12, 477. 03</u>
Available July 1, 1891.....	<u>12, 477. 03</u>

PAVEMENT: CAPITOL GROUNDS.

Pay rolls, mechanics, laborers, etc.....	1, 121. 36
Asphalt pavement for roadways.....	37, 079. 04
Stone curbing to roadway.....	74. 05
Cement, sand, etc.....	176. 00
Advertising.....	3. 15
Balance unexpended.....	1, 546. 40
Total.....	<u>40, 000. 00</u>
Appropriated March 3, 1891.....	<u>40, 000. 00</u>

IMPROVING CAPITOL GROUNDS.

Pay rolls, mechanics, laborers, etc.....	14, 732. 30
Labor by voucher.....	243. 23
Plants.....	408. 09
Fertilizer, seed, etc.....	65. 00
Paints and oils.....	38. 30
Brooms, brushes, etc.....	98. 75
Agricultural implements, tools, etc.....	311. 83
Plumbing material.....	102. 50
Total.....	<u>16, 000. 00</u>
Appropriated March 3, 1891.....	<u>16, 000. 00</u>

LIGHTING CAPITOL GROUNDS AND BOTANIC GARDENS.

Gas service.....	16, 653. 02
Pay rolls for lamplighters, gas-fitters, etc.....	2, 651. 61
Lamps and other material.....	603. 23

LIGHTING CAPITOL GROUNDS AND BOTANIC GARDENS—continued.

Attendance to electric-light plants.....	\$2, 682, 60
Rent of electric-light plants.....	1, 400. 00
Balance unexpended	9. 54
Total	<u>24, 000. 00</u>
Appropriated March 3, 1891.....	<u>24, 000. 00</u>

Very respectfully,

EDWARD CLARK,
Architect U. S. Capitol.

The SECRETARY OF THE INTERIOR.

REPORT

OF THE

SUPERINTENDENT OF THE HOT SPRINGS RESERVATION.

DEPARTMENT OF THE INTERIOR,
HOT SPRINGS RESERVATION,
OFFICE OF SUPERINTENDENT,
Hot Springs, Ark., July 1, 1892.

SIR: The superintendent of the Hot Springs Reservation has the honor to respectfully submit the following report for the fiscal year ending June 30, 1892:

RECEIPTS AND EXPENDITURES.

There are ten persons and copartnerships owning bath houses or bath-house sites or claims on the Hot Springs Reservation, who paid water rent for all of the fiscal year ending June 30, 1892. The names of these bath houses, sites, or claims, the number of tubs paid on, and the monthly receipts from each, at the rate of \$2.50 per tub per month, are as follows:

Names.	Tubs.	Amount.	Names.	Tubs.	Amount.
Little Rector.....	5	\$12. 50	Magnesia	30	\$75. 00
New Rector	26	65. 00	Ozark	22	55. 00
Superior	16	40. 00	Rammelsberg	18	45. 00
Independent	21	52. 50	Lamar	40	100. 00
Palace	23	57. 50			
Horse shoe	30	75. 00	Total.....	231	577. 50

There are eight persons or copartnerships owning bath houses or claims off said reservation who paid water rent for all of said fiscal year, as follows:

Names.	Tubs.	Amount.	Names.	Tubs.	Amount.
Avenue	20	\$50	Eastman	40	\$100
Rockafellow.....	20	50	Park	40	100
Hot Springs.....	12	30	Alhambra.....	40	100
French	4	10			
Sumpter	4	10	Total.....	180	450

The proprietor of the Central bath house, which is off said reservation, paid water rent on eleven tubs from July 1 to September 30, 1891, at the rate of \$2.50 per tub per month.

The proprietors of the St. Joseph Infirmary bath house, which is off said reservation, paid water rent on four tubs from January 1 to June 30, 1892, at the rate of \$2.50 per tub per month.

The New York Hotel Company, which is off said reservation, paid the sum of \$30 as water rent for waste water under the impounding reservoir.

Mr. Robert Proctor paid ground rent for the Superior bath house and fixtures from July 1 to September 30, 1891, at the rate of \$100 per year.

Messrs. S. H. Stitt & Co. paid \$2,500 as ground rent for the Arlington Hotel site on said reservation for said fiscal year.

Mr. Calvin Warrington paid \$16.50 for the old materials of the temporary free bath house erected on said reservation.

Mr. Charles F. Hodge paid \$17 for seventeen trees cut from the ground of the new office building on said reservation.

The total amount disbursed during the year is \$23,696.76, which amount is covered by vouchers approved by and on file in the Department.

The reservation account, including receipts and disbursements for said fiscal year, is as follows:

Balance in treasury July 1, 1891.....	\$18,571.53
Water rents.....	12,502.50
Ground rents.....	2,525.00
Miscellaneous.....	33.50
	33,632.53
Disbursements:	
Salaries, repairs, improvements, etc.....	23,696.76
Balance.....	9,935.77

What seems to be proper care has been taken of all the Government property in the possession or under the control of the superintendent. The Hot Springs Creek aqueduct appears to be in good condition. The pumping station and appurtenances have been well cared for by Mr. Horace M. Woolman, engineer in charge. This expensive plant has not been operated during the year. The free bath house is popular, and is patronized by the indigent and invalid poor to an enormous extent, eight or nine hundred bathing there daily. The new structure referred to in the superintendent's annual report for the fiscal year ending June 30, 1891, has been enlarged by the erection of an addition 30 by 40 feet for the better accommodation of the male bathers. The new office and residence building was completed and turned over to the superintendent on February 15, 1892, having been under construction since January 19, 1891. Mr. S. P. Van Patten was appointed and commissioned by the Department January 16, 1891, superintendent of construction, and as such officer had entire local control, direction, and management of the work. He was required to give bond for the faithful performance of the work, and received instructions from and reported to the Department direct. The building is a handsome and durable structure.

Many other important improvements have been made on the reservation of which the Department has been advised from time to time during the year. The superintendent has cleared the underbrush and

down timber, and trimmed up the forest trees over an area of about 13 acres on the western slope of Hot Springs Mountain, from the grounds of the new office building south to the Army and Navy Hospital grounds and Reserve avenue. The loose stones heretofore encumbering and marring that portion of the reservation have been piled in such manner as to greatly improve the general appearance and at the same time protect the forest trees.

I am, sir, very respectfully, your obedient servant,

FRANK M. THOMPSON,
Superintendent.

The SECRETARY OF THE INTERIOR,
Washington, D. C.

REPORT
OF THE
SUPERINTENDENT OF THE YELLOWSTONE NATIONAL PARK.

DEPARTMENT OF THE INTERIOR,
OFFICE OF SUPERINTENDENT OF
YELLOWSTONE NATIONAL PARK,
Mammoth Hot Springs, Wyo., August 15, 1892.

SIR: Complying with your request of the 21st ultimo, I respectfully submit the following report of operations and events in the Yellowstone National Park during the past year.

The tourist season, that opened so well in June, 1891, fell off greatly in July, probably owing to the long continued wet weather. Rains occurred almost daily until July 15, and many people were deterred from entering the park by cold and wet and the condition of the roads incident thereto. In August the records show an increase of travel again, but this was partly due to several large excursion parties. The season continued good until about the 20th of September, when an early fall of snow abruptly terminated travel.

The winter was very severe and much snow fell; a backward spring made it almost impossible to open the park at the advertised time—June 1.

The roads were very bad from washouts and mud, and several coaches were overturned, but fortunately with no serious results. All the new road from the Canyon to the Upper Basin, via the lake, was impassable, and I was obliged to put on a large force to open it.

That road was completed last autumn, about the close of the season, and was not well settled when the snow fell. In consequence it washed badly and became very boggy when the snow melted. It is one of the most picturesque drives in the park and will become very popular. By its use all doubling of route is avoided, except between here and Norris. To derive from it the fullest and greatest advantage a new hotel on the site of the present one at the Upper Basin is an essential. As the law stands that site is forbidden, and were it not so I don't believe the necessary capital can be obtained to erect it under existing conditions.

This spring the June travel was good, with a slight falling off in

July, and an upward tendency again in August. I doubt not many people are waiting to make this trip in conjunction with a visit to the World's Fair in 1893.

BOUNDARY LINES OF THE PARK.

The subject of park boundaries has long been in agitation. As now fixed by the President's proclamation of last year, they seem to be thoroughly satisfactory. There is little or no wealth, vegetable or mineral, within the park limits, and nothing that should tempt man's cupidity. On the west, the boundary should be made coincident with the Wyoming line. On the south, the new addition takes in one of the best game preserves in the world, and it should be permanently retained and protected.

On the east the addition may include mineral deposits on the head of the Stinking Water. If so, a modification of this line might be made, so as to throw the mineral belt outside the park. The more recent reports, however, indicate very little wealth in this section.

Continued observation has convinced me that the north line should remain exactly where it is. To cut off all down to the Wyoming line would allow very undesirable settlements in the valley of the Gardiner within 2 miles of this place, and destroy the great mountain sheep, elk, and antelope range on Mount Everts. To make the Yellowstone, Lamar, and Soda Butte rivers the line would be to destroy 25 and perhaps 50 per cent of the game in the park, as this valley is their most extended winter range.

If access to Cooke City by rail is imperative, I believe it will be had from the east or north, without crossing or interfering with the park. If a line through the park is essential, then a right of way confined to the *north* bank of the streams is unquestionably preferable to a cut-off. Should liberal appropriations be made for the construction of roads in the park, I advise that enough of it be used on the Cooke City road to put it in the condition of a first-class commercial thoroughfare. This, I believe, will quiet the agitation that has been going on for so many years.

PROTECTION OF FORESTS.

Since my last report there have been a great many fires started within the park, but by great good fortune all have been extinguished before any damage has been done. A ceaseless and numerous system of patrols has found men ever present to extinguish fires before they have obtained headway. One south of Shoshone Lake this present month assumed greater proportions than any previous one, and was extinguished with difficulty, but it was kept confined to fallen, dead timber, and really did no damage.

Many of these fires are set by lightning, but some are the work of careless campers. In these cases I exact a rigid enforcement of the regulations, and expulsion inevitably follows detection.

OUTPOSTS IN THE PARK.

I have continued the same system of outposts that proved effective last year, and added to it one at the Thumb, and have established one near the south boundary, on Polecat Creek, that I shall occupy when the hunting season opens. This one I shall keep garrisoned by a dismounted party, with snowshoes, all winter. I fully realize that poaching in that vicinity needs increased attention, and I shall look to it the coming fall.

MILITARY QUARTERS.

The new post, on the plateau facing the Mammoth Hot Springs Hotel, was occupied last autumn after the close of the season. A system of water supply and sewerage has just been completed, and small works of improvement are constantly going forward. The post makes a slightly and attractive addition to the place. Another company in garrison is much needed. The single cavalry troop here is kept constantly occupied with its patrol work. A company of infantry should be added, from which details could be made to watch the "formations" and occupy the outposts in winter with snowshoe parties.

I asked of the War Department an allotment sufficient to add accommodations for another company, and it was disapproved on the ground that there was not money enough available. In view of the great necessity for this extra company, I venture to suggest that barracks, kitchen, and outhouses for an infantry company, and stables for quartermaster's animals be added now, and the balance of the buildings be added afterwards. I can manage to accommodate the officers elsewhere for a season.

ROADS.

Last spring found nearly the entire appropriation for two years, amounting to about \$120,000, available for road work. All the existing roads were put in condition, and an excellent new road opened from the canyon to the Upper Basin, via the lake. This 52 miles of road is destined to become one of the most popular, as it is one of the most beautiful, drives in the park.

There are places where it is not entirely completed, but I assume such will not long be the case. A road that urgently needs rebuilding is the one from below the Gibbon Falls to the Lower Basin; at present this is the worst, most tedious, and least interesting drive in the park. I also renew and emphasize my recommendation of last year, that a road be opened from the Upper Basin to the south line of the park, on Snake River. A road over Mount Washburn from the Canyon to Yancey's is very desirable, but with existing appropriations, I can see no immediate chance for it. Short driveways should also be opened to the Great Fountain Geyser, the Biscuit Basin, the Black Sand Basin, the Lone Star Geyser, Inspiration Point, and several other at present inaccessible points of interest.

I urgently recommend that the disbursement of this money be put under the control of the superintendent of the park instead of under a nonresident engineer, the work to be planned and superintended by an officer of the Corps of Engineers, ordered to report to the park superintendent for this purpose. At the opening of travel this spring it was found that the entire appropriation had been expended and absolutely nothing left for the repairs that such roads always need after a severe winter. From his more limited horizon the park superintendent can far better judge of such matters and will be present to execute that judgment.

I wish again to mention the zeal, ability, and conscientious devotion to duty of Lieut. Chittenden, United States Engineers, in charge of the work. It is safe to say that no greater amount of work was ever accomplished within the park with the same amount of money.

HOTELS.

As a rule the hotels were very satisfactorily conducted last year, and I believe there is an improvement this summer. There have been no changes, except that the old Trout Creek station has been abandoned, because there is no longer any travel over that route, and the same establishment is satisfactorily conducted at the Thumb. The old Norris lunch station was burned in May, and is now being conducted under canvas. The management aims to give satisfaction, and I hear a great deal in its praise and very little complaint. Mr. J. H. Dean, manager in charge, is courteous and efficient, and very deservedly popular. A good hotel should be built at the Upper Basin; the Norris lunch station should be rebuilt, and have a few rooms for the accommodation of such parties as desire to spend the night there. A similar building should be erected at the Thumb, and when Yancey's present lease expires a more suitable establishment should be opened and operated at that point. For the great number of travelers that are expected next year, the present accommodations will, I fear, prove inadequate, but it is too late now to remedy the defect.

TRANSPORTATION.

Last year the transportation business of the park was successfully and satisfactorily conducted by the Yellowstone Park Association under the management of Mr. Wakefield. Their right to carry passengers expired, by orders from you, on the closing of the season last fall. A new transportation company, with Mr. S. S. Huntley as head and manager, has been conducting the business since the beginning of the present season. The plant is in every way adequate and excellent. The main complaint that comes to me is lack of stop-over privileges. There is much to be said on both sides of this question. In the first place it is desirable that all tourists should have all the time they desire in which to make the trip; but it is equally due the transportation company that,

except in unusual cases, they should know at the beginning of a tour how long the party expected to be in making it; otherwise it will be almost impossible to properly provide against crowding and unsatisfactory service. Perhaps, for many people with plenty of time, the most satisfactory way of seeing the park is with a camping party. These parties often give a good deal of trouble from the rubbish they leave behind in their camps, and the number of fires they start and do not extinguish; however, it is proper that these parties be given the greatest latitude consistent with proper park management. The question of their transportation then comes up for consideration. I do not think such established institutions as the Wiley tours should be permitted. It is true that they originate and advertise their business outside the park, but the conduct of the business is wholly within it. They establish permanent or semipermanent camps, and to the greatest extent possible conduct their business outside of the control or supervision of the superintendent of the park. The instructions recently received on this subject will have my careful attention.

BOAT ON THE LAKE.

The steamer on the lake has been running successfully for a year or more, and adds much to the pleasure of a trip through the park. It is commodious and comfortable, and I believe perfectly safe. It is now made a part of the park transportation, and carries passengers, at their option, from the Thumb to the Lake Hotel, thus relieving them of 18 miles of tedious staging. I believe the boat company has enough small boats for the demands of fishing parties, but I think prices might be lowered where boats are used continuously for several hours.

TOURISTS.

Tourists continue to gather specimens when not watched, and write their very commonplace names over nature's most exquisite beauties. No amount of vigilance can entirely prevent this, for, unfortunately, the majority of the transgressors have no conception of the enormity of their offenses. Quite recently one reverend vandal excused himself for the offense of gathering specimens by saying that owing to a want of badge or uniform on the party who stopped him, he did not recognize him as having authority. There is still much to be desired in the way of regulations concerning the carrying of firearms within the park. Of course, all arms passing here or any outpost are sealed, and confiscated if afterwards found with seals broken, but it is impossible to carefully watch all the country, and I fear some of the seals get broken before the boundary is crossed. I recommend an absolute prohibition of firearms within the park, leaving, with the superintendent the right to make carefully considered exceptions. I have removed several camping parties from the park for leaving their camp fires unextinguished, and have sent several men back over long distances to rub and wash out names which they had written on the formations.

FISH.

The fish in lakes and rivers remain undiminished in numbers, notwithstanding the multitudes that have been caught. Prof. Everman, of the Fish Commission, visited the park last year and found most of the stock brought here by the Commission thriving beyond his most sanguine expectations. The following is a list of the distribution made by the Commission:

IN 1889.

East Fork of Gardiner, above falls, 1,000 black spotted trout.
Gibbon River, above Virginia Cascade, 990 Rainbow trout.
Madison River, above Keppler's Cascade, 995 Loch Leven trout.
Gardiner River, above falls, 4,975 brook trout.
Yellowstone River, above falls, 2,000 whitefish.
Twin Lakes, 1,000 whitefish.

IN 1890.

Shoshone Lake, 24,012 lake trout.
Shoshone Lake, 3,350 Loch Leven trout.
Lewis Lake, 12,013 lake trout.
Lewis Lake, 3,350 Loch Leven trout.
West Fork of Gardiner, above falls, 7,850 brook trout.
Nez Percé Creek, 9,850 Von Behr trout.
Yellowstone River, above falls, 10,000 whitefish.

I have had these plants carefully examined recently, and find them all thriving splendidly, except the whitefish, of which not a trace remained. I believe all have now become sufficiently established to permit fishing under proper restrictions. The altitude is perhaps too great for the successful introduction of black bass, but I should like to see the effort made in some of the suitable lakes near the hotels—like Grebe and Goose lakes; should they thrive, they would add greatly to the sport afforded enthusiastic anglers.

WORK DONE IN THE PARK.

In June I sent a working party through the park and policed it pretty thoroughly, and opened ways to good camping places off the main roads; for this purpose \$1,000 was allotted me, and nearly the entire amount expended. There are now so many camping parties in the park, with more arriving daily, that it will be impossible to keep up a state of thorough police, so I do not recommend any further expenditure in this line until the close of this season or the opening of the next. I was also authorized to renew the signs obliterated by time, and this work is progressing satisfactorily and is nearing completion. Owing to want of money to repair the roads this spring, a large amount of such work was done by the troops, and without it long sections of the road would have remained impassable.

POACHERS.

Trouble with poachers continues to be one of the greatest annoyances the superintendent has to contend with. There is gradually settling about the park boundaries a population whose sole subsistence is derived from hunting and trapping. All of these people are thoroughly cognizant of the location of the boundary lines, but only respect them in the presence of some member of the park force. Live elk, deer, antelope, and bears are caught and sold; the various fur-bearing animals are trapped for their pelts, and hunting parties are guided into the best game region. So long as these operations are conducted without the park they are unobjectionable, and the park, acting as a reservoir, contributes largely to them. But it is when the park is invaded that the damage begins. It is a serious matter that so simple and much-needed a statute as the one granting legal force to park regulations can not be passed. It can antagonize no interests except those of the poachers, with whom no friend of the park can have sympathy.

During the month of June last, on my return from the East, I was informed that one Pendleton, a butcher and poacher from Cooke City, had captured two buffalo calves on specimen range, and had taken them across the north end of the park; that one had died near the mouth of Crevice Creek, and the other had died just outside the park. It was certain that these calves were captured within the park, as there are none found without it. Pendleton claimed, however, that they were caught on Upper Hell Roaring Creek, and he was released. On investigating the case I determined to forbid him the park, under rule 10, except that he might pass backward and forward from Cooke to Cinnabar, along the main road, which he was not, under any circumstances, to leave farther than 100 yards. This order was delivered to him by Sergt. Kellner, in charge at Soda Butte, but Pendleton, in absolute defiance of it, proceeded to roam at will over that portion of the park, and he was arrested and brought in here on July 9 and confined in the guardhouse. I was absent at the time, and he was held awaiting my return. On questioning him a few days since, he said he caught the buffalo on Hell Roaring Creek, and that he would make affidavit to that fact, but when confronted with the notary he changed his mind about the affidavit. There should certainly be some law by which to deal with cases like this. Every bit of property found on such men is at once claimed by their partners and confederates, on real or fraudulent bills of sale, and confiscation, if made, hurts the transgressors very little. Expulsion from the park is no punishment, for they can return immediately and incur no additional risk. However, I interpret the regulations of the Secretary as having the force of law (see declaratory statute), and I act as vigorously as possible under them. Two other men were caught in the act of taking young elk on Mount Everts, and their horses and outfit confiscated and they expelled from the park.

Soon afterwards they broke open the stable one night and stole the ponies that had been taken from them, and their other belongings were valueless. These are a few of the many instances of this kind that have arisen in the course of the year, and they afford a very discouraging picture. I trust that their mere recital will sufficiently emphasize the need of definite statute law for the park.

GAME.

Buffalo.—Very careful and frequent observations of the bison herds in the park have convinced me that there are certainly not less than four hundred here; of these about 20 per cent were calves last year. This year, also, the calves seem numerous and prosperous. The great value placed upon them by sportsmen and taxidermists makes their protection difficult, but I devote my best energies to it. Their perpetuity within the park is thoroughly assured, and a steady and gradual increase may be looked for.

Moose.—There are still a very few of these fine animals in the extreme south of the park, but as they range beyond the line, I fear their protection will be impossible.

Mountain sheep.—There are several large bands of sheep remaining, mostly near the northern line. If the park is cut off down to the East Fork and Soda Butte Creek, one of their best ranges will be thrown out, and of course they will soon disappear. There is a fine herd that winters on Mount Everts, and they are frequently seen near the road between here and Gardiner.

Elk.—The elk are extremely numerous, and I am not disposed to revise in the least my estimate of 25,000 made last year. The very severe winter was extremely hard on them, and I judge that from 2,000 to 5,000 perished. This is not an alarming mortality among so many when it is considered that the deaths the previous winter were unusually few. The worst feature of it is that owing to the starved condition of the mothers this spring a very large proportion of the calves perished. There are still as many as the winter grazing will accommodate, and loss of the old ones is not to be considered an evil.

Bears.—The bears are becoming very numerous and in some places quite troublesome, but as they are not in the least dangerous and their presence near the hotels is a source of great amusement, I do not recommend the destruction of any.

Other game.—Antelope, deer, and the numerous kinds of smaller animals and birds are all thriving, increasing, and becoming tame. Their appearance near the routes of travel is a source of much interest to tourists.

Of late I have seen evidences of great numbers of beaver. I hope and believe that they are increasing and that I shall be able to protect and preserve them. A few examples like the recent case of Pendleton will contribute powerfully to this end.

CAPTURE OF ANIMALS.

Under your authority I have continued to capture animals for the National Zoölogical Garden in Washington. Two full-grown bears, a grizzly and a cinnamon, have already been shipped, and added to the collection there. I now have on hand, awaiting funds for their transportation, two black bears, two elk, two foxes, one black tail deer, one beaver, one badger, and one porcupine. I have also two bears, two elk, and an antelope that are too young for present shipment. It would be an easy matter for me to add to this collection, but thus far I have had to bear most of the expense of their keeping out of my private funds, and this does not give the enterprise very great encouragement. If more liberal allotments are made me, I can guarantee to provide almost any animal that is native to the park. It is, however, too late in the season to make captures of most of them; they should be taken when very young, as they are more easily caught and trained at that period. Their presence here is a source of unending interest to tourists.

RECOMMENDATIONS.

I take the liberty to make the following recommendations:

First. The passage of an act defining the boundaries of the park as they now exist, including the timber reserve added by Presidential proclamation, except that the Wyoming line should be made the west boundary.

Second. The enactment of a law establishing a system of government within the park, with appropriate machinery for its execution and prescribed penalties for violation of its provisions.

Third. A careful survey of its boundaries, with well-defined markings throughout their whole extent.

Fourth. A transfer to the superintendent of the control of the appropriations for the building and repair of roads.

Fifth. The construction of a good wagon road from Cinnabar to Cooke, or so much of it as may fall within the park.

Sixth. The construction of a good road from the Upper Basin to the southern line of the park, on Snake River.

Seventh. The addition of accommodations for a company of infantry, to be made part of the permanent garrison here.

Eighth. A small appropriation for policing the park and capturing and caring for wild animals while awaiting shipment to Washington.

Ninth. Completion of the road system of the park by the construction of the road from the canyon to Yancy's at the earliest practicable day. If liberal appropriations should be made for this object by the Congress at its next session, the road could be made passable before the end of the next tourist season, and very many people thus enjoy the delights of this incomparable bit of scenery.

I wish to record my thanks due to Capt. George L. Scott, Sixth Cavalry, for the efficient aid rendered by him and his troop.

A meteorological record, kept under the direction of the post surgeon, is hereunto appended.

Yours, very respectfully,

GEO. S. ANDERSON,

*Captain Sixth Cavalry, Acting Superintendent
Yellowstone National Park.*

The SECRETARY OF THE INTERIOR.

Meteorological register kept at Fort Yellowstone, Wyo., from July 1, 1891, to July 31, 1892.

JULY, 1891.

Day of month.	Temperature.			Precipitation.				General direction of the wind.
	Maximum.	Minimum.	Range.	Time of beginning.	Time of ending.	Total precipitation.	Depth of snow-fall.	
	°	°	°			Inches.	Inches.	
July 1	82	42	40					SW.
2	85	44	41					SE.
3	88	47	41					S.
4	85	55	30	4 p. m.	5:20 p. m.	.05		SE.
5	81	47	34					S.
6	74	44	30					SW.
7	75	41	34	4:10 p. m.	5:30 p. m.	.12		SE.
8	70	40	30	3:20 p. m.	5:40 p. m.	.48		E.
9	57	41	16	7:40 a. m.	Storms.	.22		E.
10	67	36	31					SW.
11	51	40	11	During night	During night	.41		E.
12	52	39	13	2:10 p. m.	4:20 p. m.	.11		NW.
13	73	37	36	9:40 a. m.	10:20 a. m.	.05		S.
14	73	40	33					NW.
15	79	44	35	During night	During night	.03		NW.
16	79	45	34					NW.
17	83	50	33	1:30 p. m.	1:50 p. m.	.04		SW.
18	86	46	40	During night	During night	.20		NW.
19	82	47	35	5:05 p. m.	6:10 p. m.	.66		NW.
20	75	43	32					SW.
21	76	40	36					SE.
22	79	40	39					NW.
23	77	42	35	4:30 p. m.	5:10 p. m.	.08		NW.
24	84	46	38					S.
25	88	48	40					S.
26	83	49	34	4:10 p. m.	5:10 p. m.	.16		SW.
27	77	49	28					SW.
28	82	44	38	7:10 p. m.	8:20 p. m.	.12		SE.
29	76	47	29	6:20 p. m.	During night	.42		SW.
30	74	56	24					NW.
31	78	44	34					NW.
Total.	23.71	13.67	1,004			3.15		
Mean.	76.48	44.10	32.39					SW.

Monthly mean, 60.29.

Meteorological register kept at Fort Yellowstone, Wyo., etc.—Continued.

AUGUST, 1891.

Day of month.	Temperature.			Precipitation.				General direction of the wind.
	Maximum.	Minimum.	Range.	Time of beginning.	Time of ending.	Total precipitation.	Depth of snow-fall.	
	°	°	°			Inches.	Inches.	
1	81	49	32					S.
2	84	46	38					NW.
3	82	49	33	1:50 p. m.	2:40 p. m.	.14		SE.
4	81	50	31	4:55 p. m.	5:10 p. m.	.11		S.
5	87	50	37					S.
6	49	46	33					SW.
7	65	42	23	1:25 p. m.	{5:50 p. m. } {Storms }	.44		S.
8	73	41	32					NW.
9	81	39	42					NW.
10	83	40	43					SE.
11	79	41	38	5:15 p. m.	5:25 p. m.	.08		S.
12	85	46	39					S.
13	89	46	43					NW.
14	85	55	30	5:10 p. m.	5:26 p. m.	.09		S.
15	81	50	31					S.
16	82	48	34					SE.
17	83	46	37					SE.
18	81	49	32					SE.
19	82	44	38	2:30 p. m.	3:20 p. m.	.10		S.
20	70	43	27	During night.	During night.	.08		S.
21	68	43	25	8:20 p. m.	8:50 p. m.	.09		SE.
22	74	35	39	During night.	During night.	.01		NW.
23	84	43	41					NW.
24	81	44	37					NW.
25	75	42	33	During night.	During night.	.02		S.
26	67	42	25					SE.
27	81	37	44					SE.
28	80	39	41					SE.
29	86	41	45					S.
30	84	44	40	2:20 p. m.	3:10 p. m.	1.02		SW.
31	82	51	31	1:10 p. m.	4 p. m.	.04		SE.
Total ..	2,425	1,381	1,094			2.22		
Mean	29.84	44.55	35.29					S.

Monthly mean, 62.19.

SEPTEMBER, 1891.

Sept.	1	78	49	29					SW.
	2	76	30	46					W.
	3	75	41	34	8:20 p. m.	9:15 p. m.	0.26		S.
	4	75	38	37					S.
	5	79	40	39					SW.
	6	73	41	32	6:10 p. m.	During night.	.28		SE.
	7	60	46	14	Showers	Showers	.08		NE.
	8	74	39	35					SE.]
	9	72	46	26					S.
	10	64	44	20	11:40 a. m.	4:50 p. m.	.33		NW
	11	60	36	24					N.
	12	71	37	34					SW.
	13	76	42	34					S.
	14	74	42	32					SE.
	15	74	35	39					SE.
	16	60	41	19	During night.	During night.	.13		SW.
	17	61	41	20	During night.	During night.	.16		W.
	18	69	36	33					SW.
	19	65	38	27					S.
	20	70	40	30					SW.
	21	69	38	31	During night.	During night.	.10		N.
	22	62	38	24	During night.	During night.	.05		NW.
	23	52	40	12					N.
	24	59	25	34					NW.
	25	69	28	41					S.
	26	70	32	38					SW.
	27	54	37	17	8:10 a. m.	10:20 a. m.	.05		NE.
	28	60	25	35					SW.
	29	60	38	22					S.
	30	38	24	14	During night.	During night.	.30		N.
Total ..		1,999	1,129	872			1.74		
Mean		66.66	37.56	25.80					SW.

Monthly mean, 52.11.

Meteorological register kept at Fort Yellowstone, Wyo., etc.—Continued.

OCTOBER, 1891.

Day of month.	Temperature.			Precipitation.				General direction of the wind.
	Maximum.	Minimum.	Range.	Time of beginning.	Time of ending.	Total precipitation.	Depth of snow-fall.	
	°	°	°			Inches.	Inches.	
Oct. 1	29	19	10	During night.	10 a. m.	.78	7.60	N.
2	34	17	17					W.
3	36	23	13	9:10 a. m.				SW.
4	49	21	28		During night.	.25	2.80	S.
5	48	29	19					W.
6	63	27	26					SW.
7	63	30	33					SW.
8	69	30	39					SW.
9	67	33	34					SE.
10	64	34	30	6 a. m.	3:30 p. m.	.10	1.00	SE.
11	39	24	15					NW.
12	39	24	15					N.
13	51	20	31					SW.
14	58	19	39					SE.
15	44	31	13	7:30 a. m.	10:10 a. m.	.01	.10	E.
16	43	31	12	During night.	During night.	.10	1.00	W.
17	50	20	30					SE.
18	62	25	37					S.
19	64	32	32					S.
20	59	32	27					SE.
21	64	31	33					W.
22	69	35	34					SW.
23	64	43	21					S.
24	64	43	21					W.
25	59	39	20					SW.
26	62	38	24					S.
27	64	35	29					SE.
28	66	34	32					W.
29	46	34	12	7:20 a. m.	5 p. m.	.20	Sleet.	W.
30	42	24	18					NW.
31	38	17	21					SE.
Total ..	1,669	894	775			1.44	12.50	
Mean	53.84	28.84	25.50					S.

Monthly mean, 41.34.

NOVEMBER, 1891.

Nov. 1	46	18	28					W.
2	49	27	22					S.
3	48	31	17					SW.
4	60	38	22					SE.
5	59	40	19					SW.
6	48	30	18	During night.	During night.	.30		W.
7	34	28	6	During night.	During night.	.05	.50	N.
8	34	11	23					NW.
9	38	17	21					SE.
10	28	25	3	4 p. m.	During night.	.13	1.30	W.
11	26	—1	27					SE.
12	32	6	26					E.
13	30	5	25					E.
14	31	9	22	During night.	During night.	.17	1.50	NE.
15	21	10	11					NW.
16	14	—16	30					W.
17	34	4	30					SW.
18	39	23	16	During night.	During night.	.20	2.00	E.
19	34	20	14					E.
20	28	20	8	9:30 a. m.	During night.	.25	2.10	SE.
21	25	11	14					SE.
22	33	9	24	1:15 p. m.	During night.	.35	2.25	S.
23	34	28	6					NW.
24	32	12	20					S.
25	37	16	21	During night.	4 p. m.	.20	1.15	S.
26	39	34	5	10 a. m.	5 p. m.	.35	2.25	SW.
27	40	16	24					S.
28	42	32	10					S.
29	45	12	33					S.
30	42	30	12					S.
Total ..	1,102	545	557			2.00	13.05	
Mean	36.73	18.16	18.57					S.

Monthly mean, 27.44.

Meteorological register kept at Fort Yellowstone, Wyo., etc.—Continued.

DECEMBER, 1891.

Day of month.	Temperature.			Precipitation				General direction of the wind.
	Maximum.	Minimum.	Range.	Time of beginning.	Time of ending.	Total precipitation.	Depth of snow-fall.	
	°	°	°			<i>Inches.</i>	<i>Inches.</i>	
Dec. 1	42	30	12	During night	11.30 a. m	.05	.50	S.
2	36	16	20	.....	.....	.....	.....	SE.
3	32	7	25	.....	.....	.....	.....	S.
4	26	5	21	.....	.....	.....	.....	S.
5	24	3	21	During night	During night	.06	.50	SW.
6	21	5	26	.....	.....	.....	.....	S.
7	14	2	12	.....	.....	.....	.....	SW.
8	24	9	15	During night	.....	.....	.....	S.
9	28	20	8	.....	9.15 a. m	.90	7.90	SW.
10	34	11	23	.....	.....	.....	.....	W.
11	27	-4	31	.....	.....	.....	.....	NW.
12	16	-4	20	.....	.....	.....	.....	SW.
13	26	5	21	.....	.....	.....	.....	S.
14	30	6	24	.....	.....	.....	.....	W.
15	29	6	23	.....	.....	.....	.....	S.
16	32	12	20	.....	.....	.....	.....	SW.
17	35	20	15	During night	.....	.....	.....	S.
18	35	24	11	.....	2.30 p. m	.50	4.50	SW.
19	34	23	11	6 30 a. m	5.15 p. m	.25	2.30	S.
20	30	21	9	.....	.....	.....	.....	NW.
21	30	12	18	.....	.....	.....	.....	W.
22	26	7	19	.....	.....	.....	.....	SW.
23	28	11	17	2 p. m	During night	.17	1.70	S.
24	35	-7	42	.....	.....	.....	.....	N.
25	32	-24	56	.....	.....	.....	.....	N.
26	29	-22	51	9 p. m . . . . .	.....	.....	.....	N.
27	33	5	28	.....	12 m	.50	4.00	NE.
28	32	14	18	.....	.....	.....	.....	S.
29	33	6	27	12 m	5 p. m	.10	1.00	W.
30	35	7	28	.....	.....	.....	.....	S.
31	31	9	22	8 a. m	6 p. m	.24	2.30	NE.
Total	919	225	694	.....	.....	2.77	24.70	
Mean	29.65	7.26	22.39	.....	.....	.....	.....	S.

Monthly mean, 18.46.

JANUARY, 1892.

Jan. 1	20	7	13	.....	.....	.....	.....	S.
2	30	15	15	.....	.....	.....	.....	SW.
3	32	26	6	.....	.....	.....	.....	S.
4	30	19	11	.....	.....	.....	.....	S.
5	25	4	21	.....	.....	.....	.....	SW.
6	19	-5	24	.....	.....	.....	.....	SW.
7	25	15	10	.....	.....	.....	.....	S.
8	24	10	14	.....	.....	.....	.....	S.
9	14	4	10	9 a. m	During night	.40	4.00	S.
10	5	-16	24	.....	.....	.....	.....	S.
11	2	-22	24	.....	.....	.....	.....	SW.
12	4	-8	12	.....	.....	.....	.....	SE.
13	10	-8	18	.....	.....	.....	.....	N.
14	18	6	12	.....	.....	.....	.....	S.
15	25	15	10	.....	.....	.....	.....	SW.
16	26	13	13	8 a. m	10 a. m	.20	2.00	S.
17	9	2	7	.....	.....	.....	.....	S.
18	18	0	18	9 a. m	10 a. m	.10	1.00	S.
19	26	17	9	During night	During night	.50	5.00	S.
20	25	11	14	.....	.....	.....	.....	S.
21	26	12	14	.....	.....	.....	.....	S.
22	22	9	13	.....	.....	.....	.....	S.
23	29	5	24	.....	.....	.....	.....	S.
24	36	15	21	.....	.....	.....	.....	S.
25	37	11	26	.....	.....	.....	.....	S.
26	39	17	22	.....	.....	.....	.....	SW.
27	30	22	8	.....	.....	.....	.....	W.
28	26	14	12	.....	.....	.....	.....	SW.
29	40	25	15	.....	.....	.....	.....	SE.
30	39	28	11	During night	10 a. m	.20	2.00	S.
31	25	22	3	.....	.....	.....	.....	S.
Total	736	282	454	.....	.....	1.40	14.00	
Mean	23.74	9.10	14.65	.....	.....	.....	.....	S.

Monthly mean, 16.42.

Meteorological register kept at Fort Yellowstone, Wyo., etc.—Continued.

FEBRUARY, 1892.

Date of month.	Temperature.			Precipitation.				General direction of the wind.
	Maximum.	Minimum.	Range.	Time of beginning.	Time of ending.	Total precipitation.	Depth of snow-fall.	
	°	°	°			<i>Inches.</i>	<i>Inches.</i>	
Feb. 1	26	18	8	During night	During night	.20	2.00	S.
2	25	12	13	6 p. m.	7 p. m.	.05	.50	S.
3	39	8	31					S.
4	28	7	21					S.
5	30	15	15					S.
6	25	10	15					S.
7	24	9	15					NW
8	23	4	19					NW.
9	14	9	5					SE.
10	35	16	19	10 a. m.	6 p. m.	.40	4.00	SE.
11	35	24	11	6 a. m.	9 a. m.	.20	2.00	S.
12	32	25	7	7 p. m.	During night	.50	5.00	S.
13	24	16	8					S.
14	22	5	17	10:10 a. m.	5 p. m.	.40	4.00	SE.
15	27	10	17					SE.
16	35	15	20					S.
17	32	26	6					S.
18	34	25	9					S.
19	34	26	8					S.
20	37	27	10					S.
21	40	33	7					S.
22	36	30	6					S.
23	34	13	21	During night	9 a. m.	.35	3.50	S.
24	36	5	31					S.
25	39	13	26					S.
26	36	17	19					S.
27	35	20	15					S.
28	38	23	15					S.
29	42	26	16					S.
Total	917	487	430			2.10	21.00	
Mean	31.62	16.79	14.82					S.

Monthly mean, 24.20.

MARCH, 1892.

Mar. 1	41	30	11	10 a. m.	6 p. m.	.75	7.50	S.
2	32	28	4	6 p. m.	During night	.50	5.00	S.
3	42	29	13					S.
4	35	23	12					S.
5	40	12	28					S.
6	36	13	23					S.
6	43	25	18					S.
3	45	31	14					S.
9	35	19	16					S.
10	49	20	29					S.
11	48	29	19					S.
12	48	32	16					S.
13	46	35	11					S.
14	26	21	5					N.
15	27	11	16	7 p. m.	During night	.10	1.00	NW.
16	22	-2	24					N.
17	38	2	36					S.
18	48	17	31					S.
19	28	18	10	1 p. m.	6 p. m.	.30	3.00	N.
20	22	13	9	6 p. m.	do	.60	6.00	N.
21	32	8	24					N.
22	38	13	25	During night	During night	.15	1.50	S.
23	35	24	11					SW.
24	30	20	10	During night	During night	.20	2.00	N.
25	25	14	11					N.
26	29	7	22					N.
27	43	19	24					S.
28	39	28	11					S.
29	30	17	13	During night	During night	.15	1.50	S.
30	38	24	14	10 a. m.	1 p. m.	.10	1.00	S.
31	25	23	2	During night	8 a. m.	.20	2.00	N.
Total	1.115	603	512			3.05	30.50	
Mean	35.97	19.45	16.52					S.

Monthly mean, 27.71.

Meteorological register kept at Fort Yellowstone, Wyo., etc.—Continued.

APRIL, 1892.

Day of month.	Temperature.			Precipitation.				General direction of the wind.
	Maximum.	Minimum.	Range.	Time of beginning.	Time of ending.	Total precipitation.	Depth of snow-fall.	
	°	°	°			Inches.	Inches.	
Apr. 1	29	10	19					S.
2	32	20	12					S.
3	39	21	18					S.
4	35	25	16					W.
5	38	17	21					S.
6	44	31	13					S.
7	28	22	6					W.
8	40	3	37					S.
9	42	30	12					S.
10	43	31	12					S.
11	41	29	12					S.
12	38	24	14					S.
13	44	18	26					S.
14	50	27	23					S.
15	51	34	17					S.
16	47	31	16					S.
17	40	29	11					S.
18	39	28	11	6 p m	During night	.15	1.50	N.
19	38	21	17					N.
20	40	19	21					S.
21	44	18	26					S.
22	50	29	21					S.
23	38	32	6					S.
24	39	26	13					S.
25	36	28	8	During night	During night	.20	2.00	S.
26	39	26	13	During night	During night	.05	.50	S.
27	34	16	18	During night	During night	.10	1.00	S.
28	44	20	24					S.
29	45	33	12	6 p m				S.
30	40	31	9		During night	.42		S.
Total ..	1,207	729	478			.92	5.00	
Mean	40.22	24.30	15.93					S.

Monthly mean, 32.26°.

MAY, 1892.

May	1	35	28	7	During night	6 p. m.	.40	4.00	S.
	2	33	25	8	7 p. m.	During night	.20	2.00	N.
	3	41	21	20					N.
	4	30	24	6	During night	6 p. m.	.40	4.00	N.
	5	32	20	12	During night	During night	.30	3.00	N.
	6	47	16	31	5 a. m.	7 a. m.	.25	2.50	N.
					1 p. m.	6 p. m.			
	7	34	27	7					NE.
	8	43	20	23					N.
	9	51	26	25					S.
	10	47	33	14					N.
	11	41	29	12	During night	11.20 a. m.	.32	3.25	S.
	12	39	30	9					N.
	13	48	25	23					N.
	14	54	26	28					S.
	15	61	35	26					S.
	16	58	38	20					S.
	17	60	36	24	During night	During night	.02		S.
	18	59	29	30					N.
	19	58	39	19					N.
	20	56	27	29					S.
	21	70	28	42					S.
	22	68	36	32					S.
	23	69	38	31					S.
	24	65	38	27					S.
	25	71	40	31					S.
	26	73	39	34					N.
	27	65	43	22	During night	During night	.03		N.
	28	67	44	23	6 p. m.	During night	.02		N.
	29	60	39	21	7 p. m.	During night	.10		N.
	30	56	33	23	3 p. m.	5 p. m.	.02		N.
	31	58	29	29					N.
Total ..		1,649	961	688			2.06	18.75	
Mean		53.19	31.00	22.19					N.

Monthly mean, 42.10°.

Meteorological register kept at Fort Yellowstone, Wyo, etc.—Continued.

JUNE, 1892.

Day of month.	Temperature.			Precipitation.				General direction of the wind.
	Maximum.	Minimum.	Range.	Time of beginning.	Time of ending.	Total precipitation.	Depth of snow-fall.	
	°	°	°			Inches.	Inches.	
June 1	61	38	23	4 p. m.	5.50 p. m.	.20		S.
2	53	41	12	7 p. m.	8 p. m.	.01		S.
3	33	30	3	11 a. m.	5 p. m.	.20	2.00	W.
4	49	32	17					W.
5	63	30	33					S.
6	73	37	36					S.
7	74	42	32					S.
8	60	42	18					W.
9	63	35	28	{ During night 11 a. m.	{ During night 5 p. m.	.10		S.
10	49	41	8					W.
11	39	34	5	7 a. m.	6 p. m.	.13		W.
12	49	32	17	During night	12 m.	.26		W.
13	66	35	31	1 p. m.	2 p. m.	.02		S.
14	64	41	23					S.
15	55	40	15					W.
16	61	40	21	2 p. m.	5 p. m.	.04		S.
17	62	41	21					S.
18	68	45	23	2 p. m.	6 p. m.	.25		S.
19	70	40	30					S.
20	72	50	22					S.
21	65	35	30					S.
22	65	38	27					S.
23	61	35	26					W.
24	68	35	33	4.30 p. m.	5.15 p. m.	.06		S.
25	74	41	33	During night	During night	.08		S.
26	80	40	40					S.
27	78	41	37					S.
28	83	44	39					S.
29	86	48	38					S.
30	83	50	33	3.45 p. m.	6 p. m.	.29		S.
Total ..	1,927	1,173	754			1.46	2.00	
Mean	61.23	39.10	25.13					S.

Monthly mean, 51.66°.

JULY, 1892.

1	55	40	15	During night	During night	.10		N.
2	62	45	17					S.
3	66	41	25					S.
4	81	46	35					S.
5	84	52	32					SW.
6	81	51	30	3.00 p. m.	4.45 p. m.	.13		S.
7	70	52	18					NW.
8	76	46	30					SW.
9	76	57	19	6.30 p. m.	7.00 p. m.	.75		S.
10	76	46	20					S.
11	68	52	16					S.
12	72	50	22					S.
13	74	50	24					NW.
14	74	49	25					NW.
15	81	53	28					SW.
16	82	51	31					SW.
17	72	61	11					SW.
18	81	50	31					SW.
19	88	63	25					S.
20	89	51	38					S.
21	85	50	35					S.
22	80	50	30					SW.
23	74	38	36					SE.
24	75	42	33					S.
25	78	39	39					S.
26	81	46	35					S.
27	62	45	17					N.
28	72	36	36					S.
29	78	45	33					W.
30	80	44	36					S.
31	86	47	39					SW.
Total ..	23.59	1,498	861			.98		
Mean	76.10	48.32	27.77					S.

Monthly mean, 62.20°. Heavy hail, rain, and thunder storm on 9th.

REPORT
OF THE
ACTING SUPERINTENDENT OF THE YOSEMITE NATIONAL PARK.

WAWONA, MARIPOSA COUNTY, CAL.

September 1, 1892.

SIR: In compliance with your letter of July 21, I have the honor to submit herewith my report of the condition of affairs and of the management of the Yosemite National Park for the fiscal year ending June 30, 1892.

It is very hard to modify a long-established custom, and to destroy it entirely requires some of the methods of a revolution.

For twenty-nine years the sheep-herders had been accustomed to graze their flocks upon the lands embraced within this national park. This custom had been so long practiced that they began to regard it as a right, and last year when I warned them against practicing this custom hereafter they were all highly indignant, and some of them threatened resistance. They were told that a further pursuit of this custom was against the law, but they had been so untrammelled by legal observances in the past that it was very hard to realize that so far as this park was concerned they would be subjected to them in the future.

Some of them resorted to all manner of tricks and devices to graze their herds even on the extreme borders of the park, as though a little stolen feed there was better than it was elsewhere. A few severe examples of ejectment, which, although apparently arbitrary, were strictly within the limits of the law, convinced nearly all of them that it was useless to trifle with the federal authority, and they took their stock away. But during the latter part of August some lawless Portuguese herders thought that they would get a few days' grazing in the Mono Pass or Bloody Canyon, as that part of the reservation is a long way from my camp at Wawona. Lieut. Davis, while patrolling that part of the park, arrested the men and sent them, their dogs, horses, and pack outfit to my camp, from whence they were ejected the park. Also in the first part of September, while patrolling that portion of the park north of the Tuolumne River, Lieut. Davis found a herd of sheep grazing in that almost inaccessible region. He arrested the herders and ejected them, their dogs, and pack outfits, via the Coulterville road, on the western boundary of the park. Since then, although my patrols have been repeatedly over every portion of the park, they have failed to find any trespassing sheep.

There is a trail which enters the park from Jackass Meadows and passes to the east through township 4 south, ranges 25 and 26 east, to what used to be the town of Mammoth. In past times, when Mammoth was a booming town of 10,000 inhabitants, this trail was the only thoroughfare through the Sierra Nevada Mountains to the westward; but now there is not an inhabitant or a house left in the town and the trail is used only by the solitary miner as he goes to and returns from working his assessments in the Minerette and adjacent mining districts. Some sheepmen have asked permission to use this trail in order to reach the grazing grounds on the Nevada side, but I have uniformly refused such permission. I have also refused permission to use the Mono trail for a similar purpose. This latter trail runs almost diagonally across the park to the northeast. Their object is to graze their flocks along these trails until they reach the summit, when the season for leaving the mountains will have arrived, and then they will return, thus securing grazing on the park during the entire summer.

I mention this matter in this place for the reason that I have been told that certain sheep owners have written to the Secretary of the Interior to get the desired permission to use these trails. The proposition looks innocent enough, but in practice such permission will convert this park into a grazing ground.

The position of this park relative to the topography of the Sierra Nevada Mountains is peculiar. From the rugged nature of the mountains the passes are few. If we consider the northern terminus at Lassen's Peak and the southern at Tejon Pass, the Sierra Nevada Mountains are about 450 miles in length, with a trend from the northwest to the southeast.

In all this mighty chain there are only about twelve passes, and the formation is such that these passes increase in altitude from the north to the south from about 5,400 to 12,000 feet.

South of this park there are no passes for nearly 100 miles. There are four passes that lead from this park across the summit of the Sierras, and the nearest pass on the north that does not touch the park is about 70 miles distant. Thus for a distance of about 170 miles this park commands the passes of the Sierras.

Fortunately the country immediately to the east is principally desert and very sparsely settled; otherwise it would be almost impossible to keep trespassers out of the park. The Mammoth trail traverses an isolated section of the park, and the portion within the boundaries is so short that the sheepmen succeeded in running two herds through this spring; but their haste was so great that the animals were not permitted to graze.

There are a few settlers upon homesteads north of the Merced River who have inclosed fields or meadows; these settlers occupy their homesteads from May to November, as the snow is so deep that they can not live upon them during the winter. They have permission to bring in only such stock as can subsist upon the grounds inclosed. I find that to conform to the terms of your letter of July 2, 1891, is impracticable. The owner or lessee of patented land can not, or, what is the same thing, he will not, mark the boundaries of such land, so that my men can easily find the lines. Even if the boundaries were marked, they are too poor to hire herders to keep the stock on such lands, and if I should give them permission to graze their stock upon their patented lands not inclosed it would practically turn the park into a grazing district.

For the above reasons I have totally prohibited any landowner bringing any stock within the limits of the park except such as have inclosed pastures, wherein the stock must be kept. I am of opinion that, even if the Government does not take measures to assume the titles to these lands, in the course of a year or two the permission to this latter class should be withdrawn.

Horses and cattle feed upon the grasses principally, but the sheep eat up everything within reach. The owners of the former are American citizens and generally are of American birth. They take a pride in these magnificent forests, and, as objects of love they are protected and not destroyed, they take great interest and will voluntarily undergo enormous fatigues to save the forests from fires; but the sheep-herders, few of whom are American either by birth, citizenship, or sympathy, care for nothing but the prosperity of their flocks, and where their herds go a desert follows in their wake. The sheep are taken from the foothills right up to the highest point of the Sierras that will produce vegetation. This great forest grows at elevations from 5,500 to 9,500 feet, and in passing through nearly every young plant is eaten or trampled to death. They are particularly voracious of the young fir, and in areas frequented by these herds year after year there is a remarked scarcity of the young growth which is to replace in future ages the now matured forest trees. As the keen air of the higher Sierras notify the herder that the storms of winter approach his descent begins and then, if damage was wrought during his progress up the mountain, destruction accompanies him upon his journey to the plains.

A cloudless, rainless summer has made kindling wood of the pine needles, the last year's leaves, and the fallen timber, and through design or carelessness he applies the match, and his trail to the plain is marked by the smoke of the burning forest. Generally the larger trees can stand a great deal of fire, but the younger saplings that are just too tall for the sheep to eat are destroyed. The fir, which constitutes the principal forest tree at certain elevations and in particularly favored localities, can stand but little fire. A degree of heat that would not affect the pine will blister the fir, causing the bark to withdraw from the sapwood, the top branches and the tips of the main limbs will die, and although the tree will look green, decay has set in, and in about fifteen years after it has received its wound, without any apparent cause, it breaks and crashes to the ground. An examination will show that the interior of the tree has completely rotted away, and a thin rim of sapwood has sustained the weight until increasing decay has so weakened it that the material could no longer stand the strain, and the great forest tree which it had taken nature hundreds of years to produce, has wantonly been destroyed. It is impossible for any man, or any set of men, under the name of a board of appraisement, to affix even an approximate value to the damage wrought by a forest fire, for the consequential damages reach hundreds of years into the future, and this generation knows not the conditions that may obtain after it passes away. The rule which makes a pecuniary penalty for creating forest fires is a mere waste of words, a beating of the thin air. The men who commit this deed are impecunious and can not be touched by a simple fine. They are not the men who observe the laws from a love of order and justice. They respect those laws only which involve as a penalty for their violation personal restraint and enforced labor for the public good.

This park has been protected from the encroachments of the grazing herds but one year, and it is a subject of remark, by those familiar with

the past condition of things in these mountains, what a change has taken place in so short a time. The mountain herbage is appearing everywhere. Nearly all the great forest trees are reproduced from the seed only, and the young plants are appearing in great abundance. It is astonishing how quickly nature recuperates her exhausted forces.

The grouse is the only game that makes this reservation its permanent habitat. It subsists upon the buds of the forest trees, and it is immaterial how deep the snow may be or how intense the cold, its supplies are easily obtained, and the evergreen foliage seems to give it sufficient shelter. Quails come up from the foothills into the high mountains every spring to rest and rear their young, but as the cool nights of September warn them of approaching storms the young coveys retire to the foothills to pass the winter. The deer and bear also dread the deep snow and seek lower altitudes during the winter months.

Many people living in the different valleys of this State, to seek a short relief from the intense heat during the long summers, fit up camping parties and go into the high mountains. This park is a suitable place for such parties, and during the past year many of them came here. I encourage this, for I find that like the regular tourist they are impressed with the grandeur of the scenery and the magnificence of the forests, but unlike the tourist, they take a personal interest and pride in the park. I have no means of knowing the exact numbers of such campers during the past year, but from a close observation I should say that there were no less than one thousand such visitors during the months of June, July, and August, 1891.

The number of tourists who visited the Yosemite Valley during the past season, by the regular public conveyances, was about two thousand. This number would be vastly increased if there were a railroad built to the edge of the National Park. The long, dusty, and fatiguing stage ride of 65 and 95 miles on the south and west sides, respectively, deter all but the most enthusiastic from making the journey. But notwithstanding these great disadvantages the number of visitors steadily increases from year to year.

There have been no fires of consequence within the limits of the park during the past year. Some sheep herders west of the park started a fire, during the month of August, that extended within the boundaries for a distance of about half a mile, but the fire burned chaparral principally and did not reach the heavy timber. Students from the various educational institutions in the State frequently make up parties to travel on foot to the different objects of interest in the Sierras during the summer vacations. Such a party of students from the University of California, whilst journeying near Hazle Green, discovered a fire, and throwing aside their knapsacks they applied themselves with such diligence and effect that, in the course of three or four hours, they subdued what might have become a very destructive fire.

In my report last year I was able to give an approximate estimate of the number of preëmpted, homesteaded, and timber claims within the boundaries of this park. I could not give the entire amount of land owned by private parties from the fact that sections Nos. 16 and 36 of each township were given to the State by the Federal Government for school purposes, and I was unable to learn how much of each of these sections had been disposed of by the State. My information is still very indefinite upon the subject, but it is sufficient to warrant the assertion that the State has parted with its title to several thousand acres of such lands. I think that at a low estimate there are 60,000 acres of land owned by private parties within the boundaries of this park. This

does not include the mill sites, placer and other mining claims, which were located under the mining laws prior to October 1, 1890.

The following list of mines, etc., dates of locations, and townships in which they are situated, were given me by the recorder of Mariposa County. The list is very incomplete, and only includes those on the assessment rolls. A complete list of all the locations would take a month's labor to compile. The recorder could not gratuitously devote this time to such an object, nor had I the wherewithal to pay him for the time. In former times the record of part of this mining country was kept at Coulterville, and I have been unable to obtain a list of the locations that were recorded at that place. These claims, with the exception of two, are all in the southwestern part of the park.

No.	Name of mine.	Date of location.	Township.		Range.
			S.	E.	
1	Apex mine	Jan. 1, 1884	3		19
2	Hidden Treasure mine	May 15, 1885	3		19
3	Hite mine (patented)	Dec. 5, 1874	3		19
4	Giltaer mine	Oct. 23, 1862	3		19
5	Priest & Coleman (patented)	Jan. 1, 1883	3		19
6	Cader Edris	Sept. 12, 1874	3		19
7	McCauley mine	Feb. 6, 1879	3		19
8	Summit mine	Jan. 29, 1880	3		19
9	Spring tunnel (patented)	Nov. 6, 1880	3		19
10	Georgia Point (patented)	do	3		19
11	South Side (patented)	do	3		19
12	Bright Star	Dec. 20, 1886	3		19
13	Ned's Gulch	June 20, 1865	3		19
14	Cranberry (patented)	Dec. 31, 1874	3		19
15	Rutherford (patented)	do	3		19
16	El Carmin or Mexican	Sept. 12, 1879	3		19
17	White Oak	June 11, 1878	3		19
18	Alaska mine	Apr. 12, 1884	3		19
19	Hite Central (patented)	Oct. 26, 1883	3		19
20	Old Dominion	Dec. 8, 1879	3		19
21	Ferguson	Jan. 1, 1887	3		19
22	Opie mine	Apr. 16, 1890	3		19
23	Freezeout	Jan. 1, 1887	3		19
24	Golden Rule	Dec. 13, 1883	3		19
25	Gibbs	Jan. 1, 1883	3		19
26	Feliciania (patented)	Sept. 2, 1876	4		19
27	Early	Sept. 1, 1880	4		19
28	Revel, placer claim	Oct. 23, 1883	4		19
29	Revel, quartz	Aug. 8, 1890	4		19
30	Union mine	Oct. 24, 1882	4		19
31	Toolman & Leevis	Oct. 10, 1872	4		19
32	Mountain View	Sept. 4, 1880	4		19
33	Banner mine	Mar. 31, 1883	4		19
34	Golden Fleece	Oct. 7, 1882	4		19
35	Keystone	Nov. 7, 1882	4		19
36	No. 1, quartz	Nov. 13, 1882	4		19
37	No. 1, placer	do	4		19
38	No. 1, easterly extension	do	4		19
39	Nutmeg, placer claim	do	4		19
40	No. 2, placer claim	do	4		19
41	No. 3, placer claim	do	4		19
42	No. 4, placer claim	do	4		19
43	Morning Star	Jan. 2, 1890	4		19
44	Reindeer	Jan. 1, 1890	4		19
45	White Bear	do	4		19
46	Estrella, placer claim	Nov. 26, 1890	4		19
47	South Side mine	Feb. 4, 1887	3		20
48	Randall mine	Aug. 17, 1888	1		23
49	Loney mine	do	1		23

Of the above eight are placer and forty-one are lode claims. The placer claims are in the valleys of Devils Gulch, South Fork, and Main Merced rivers. The latest was located November 26, 1890, and of course was illegally located.

The following is a partial list of the claims in the southeastern portion of the park, in what is known as the North Fork Mining District, the Minerette country. A part of these claims are recorded in the dis-

tract and the remainder are recorded at Fresno, the county seat. The county recorder would not furnish me a list of the claims on record at the county seat without being paid for the work. There are no funds that can be expended for such an object and my private means do not warrant the expenditure. This mining district was established June 17, 1878, with Thomas G. Agnew as recorder.

No.	Name of mine.	Date of location.	No.	Name of mine.	Date of location.
1	Advance.....	June 17, 1878	35	Alfa.....	July 3, 1889
2	The Fresno.....	July 10, 1878	36	Pierce mine.....	Sept. 3, 1889
3	The Eureka, mill site.....	Sept. 18, 1878	37	The Mint.....	Aug. 30, 1889
4	King Creek mine.....	Aug. 16, 1879	38	North Star, No. 3.....	Aug. 9, 1890
5	The Lake mine.....	June 4, 1887	39	Gold Prize.....	Do.
6	The Baker mine.....	June 8, 1889	40	Morning Star.....	July 14, 1890
7	The North Star.....	Do.	41	Evening Star.....	Do.
8	The Amazon, No. 2.....	July 12, 1889	42	The Deniston.....	July 15, 1890
9	Mountain Maid.....	Do.	43	The Nellie.....	Aug. 4, 1890
10	The Clipper Location.....	June 20, 1889	44	Grand View.....	July 5, 1890
11	The Ellipse.....	Do.	45	Silver Star.....	Sept. 22, 1890
12	The Madeira.....	June 21, 1889	46	The Franklin Pierce.....	Sept. 26, 1890
13	The Lotta mine.....	Do.	47	The Comstock.....	Do.
14	The Soto.....	June 22, 1889	48	The Pioneer.....	May 8, 1885
15	The Columbia.....	June 29, 1889	49	The Fresno Consolidated.....	July 10, 1887
16	The C. C. mine.....	June 9, 1889	50	El Dorado.....	Oct. 2, 1889
17	North Star, No. 2.....	June 28, 1889	51	Lady Clara.....	Do.
18	The Spanish Belle.....	June 22, 1889	52	Dead Wood.....	Do.
19	The Sierra.....	July 5, 1889	53	Nil Desperandum.....	Aug. 30, 1889
20	Grey Eagle.....	June 20, 1889	54	Lone Star.....	Do.
21	Old Soldier.....	June 29, 1889	55	Exchequer.....	Oct. 2, 1889
22	The Jay Gould.....	July 16, 1889	56	Conception.....	Do.
23	The Gem.....	July 8, 1889	57	Great Bear.....	Do.
24	The Mammoth.....	July 3, 1889	58	The Ventura.....	Do.
25	The Maritta.....	July 24, 1889	59	R. E. Lee.....	Do.
26	The Emma Nevada.....	July 22, 1889	60	Grizzly.....	Do.
27	The Nonpareil.....	Do.	61	Clarisa.....	Aug. 31, 1889
28	The Central Point.....	Do.	62	Virginia.....	Do.
29	The Lookout.....	July 31, 1889	63	Mill sight, 5 acres.....	Oct. 2, 1889
30	The Red Ledge.....	July 30, 1889	64	Cornucopia.....	Do.
31	Big Blue.....	Do.	65	Two water rights on Shaw Creek.....	July 27, 1889
32	Mountain Meadow.....	Aug. 20, 1889	66	Shaw Creek Falls and Holcomb Lake.....	Do.
33	Bright Metal.....	Do.			
34	Capitola.....	Aug. 29, 1889			

I was unable to obtain a list of the mining claims in the Mount Gibbs country. I visited the district twice, but the recorder was absent at each visit. I have written him, but have not received an answer.

All three of these mining sections are isolated from the Yosemite National Park by the natural features of the mountainous country around them. There are no natural curiosities of a destructible character in any of them. There is nothing in these mining sections that would attract the tourist or the wonder seeker. Each of them is at an extreme corner of the park, and inaccessible from any point within it except by most fatiguing climbing.

I believe it is against public policy for the Government to reassume title to these one hundred and fifteen various claims and lock them up in the national park. Over \$2,000,000 have been taken from one of these claims, and the owners of all the rest hope for an equal bonanza.

Hope is the miner's main stay of life. A miner without hope would be as great a natural curiosity as the Yosemite Valley. This characteristic is so buoyant in its effect that no matter if he only has a trace of the mineral, he firmly believes that when he gets a little deeper he is sure to "strike it rich," and he puts in his \$100 worth of work year after year with the firm conviction that a fortune awaits him in the end. A sight of his hardened hands, strong but soiled clothing, his dry humor, his clear reasoning from his own standpoint, and his decided and positive manner when speaking of his claim deprives the

subject of its pathos and half convinces the listener. I can think of no plan by which the Government can purchase this man's claim, satisfy him, and still keep the expenditure within the bounds of reason.

As most of the timber claims within the boundaries of this park were purchased with a speculative object, a refunding of the money expended, with a good rate of interest, would probably be an equitable way of reassuming the title to such lands. The homestead and pre-emption claims would probably have to be appraised or suits of condemnation instituted.

The sooner the Government reassumes titles to these lands the cheaper it can be done, for as soon as a railroad comes near the park the lands will increase in value and the holders will be justified in demanding higher prices for them.

All the homesteads in the southwestern corner of the park (two or three are in or very close to the Merced River Valley and two near Wawona) are occupied continuously, but the others can not be occupied during the winter months. All the mining claims in the southwestern corner are or can be worked at all seasons of the year; the others can not without special preparation for the winter.

The stockowners living on these intermittently occupied homesteads are so careless about keeping their animals upon their claims that they are a perpetual source of annoyance.

On the other hand, the miners complain that in the present uncertain state of affairs they can not interest capital, for as soon as a proposed investor finds that the claim is within the park boundaries he will have nothing to do with it. To be within the park, they declare, destroys the value of their property and causes them to lose the labor and expense of years.

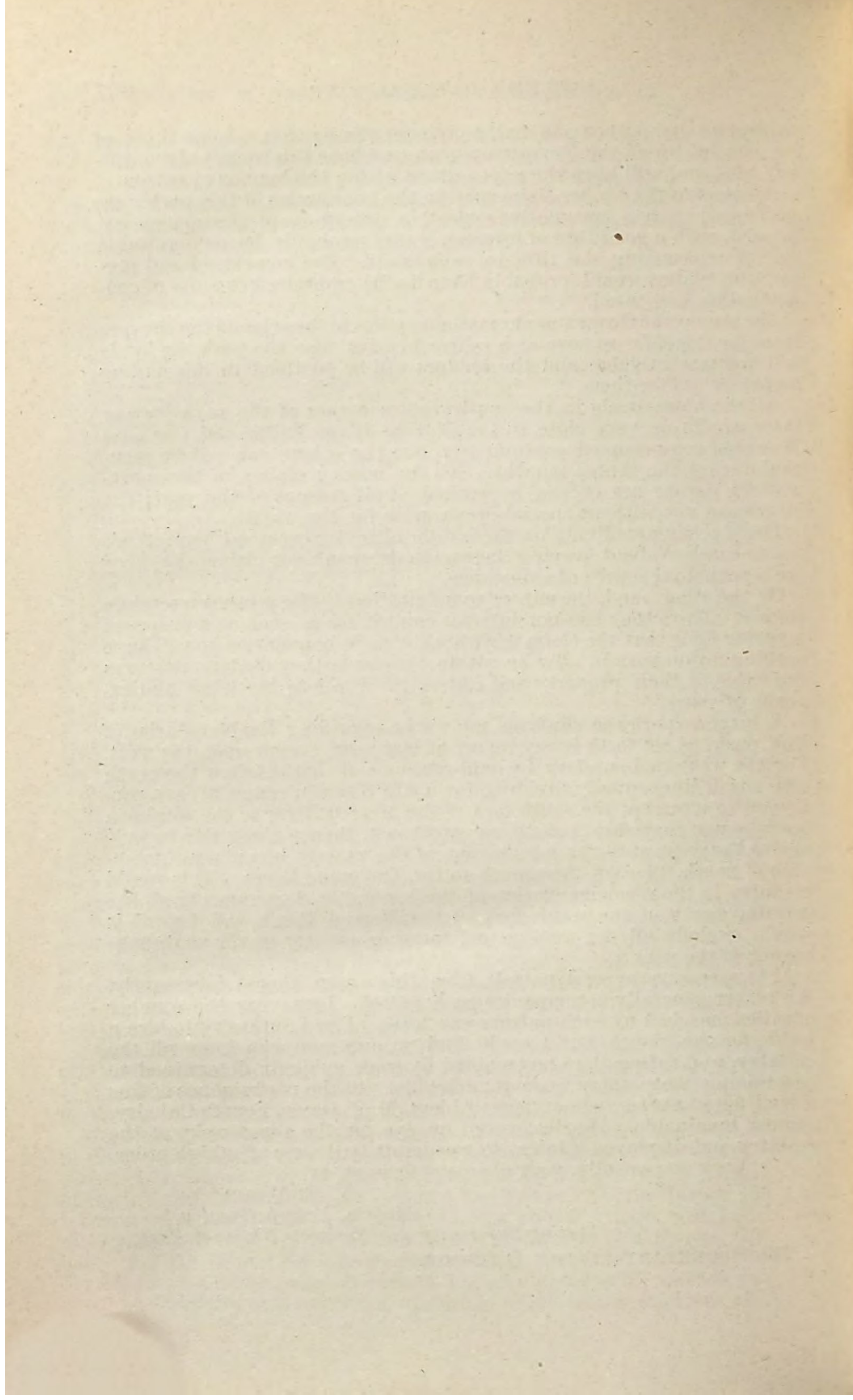
A large experience confirms my views regarding the boundaries of this park, as set forth in my report of last year, except upon the west. For the western boundary I would recommend that it follow the north and south line, equally dividing township 3 south, range 20 east, prolonged to intercept the south fork of the Merced River to the southern boundary of township 2 south, range 20 east, thence along this boundary to the west until the intersection of the western boundary of township 2 south, 19 east, then north to the Tuolumne River. This would conform to the recommendation of the honorable Secretary for all the country north of the south fork of the Merced River, and I think it would exclude all the mining and farming country in the southwest corner of the park.

It is necessary to send patrols from this camp almost incessantly. An officer generally accompanies each patrol. Last year the number of miles marched by such patrols was 2,640. I had authority to hire a guide for one month, but I could find no one man who knew all the country, and rather than be troubled by such guides I determined to reconnoiter the country without such aids. In the performance of this duty I found the services of Second Lieut. M. F. Davis, Fourth Cavalry, almost invaluable. He discovered an eye for the topography of the country and displayed a talent in woodcraft that were of a high order.

Very respectfully, your obedient servant,

A. E. WOOD,
Captain, Fourth Cavalry,
Acting Superintendent Yosemite National Park.

The SECRETARY OF THE INTERIOR.



REPORT
OF THE
ACTING SUPERINTENDENT OF THE SEQUOIA AND GENERAL GRANT
NATIONAL PARK.

CAMP AT HOCKETT MEADOWS,
Sequoia National Park, California, September 11, 1892.

SIR: In submitting this annual report I think it proper to refer again to some of the most striking natural features of the country lying in and adjacent to the Sequoia and General Grant National Parks, in order to make clear the reason for the disposition of the troops, and to show that if they are not completely successful in enforcing the regulations for the parks in an area but little larger than seven townships, it is not wholly due to lack of energy or activity on their part, but in a great measure to natural obstacles that make wide detours necessary in traveling from point to point and rapidity of movement impossible. As is known from former reports, the middle or main fork of the Kaweah River flows a little south of west through the Sequoia Park and practically bisects it. Where it enters the park its bed is at an altitude of about 5,000 feet, and it falls 3,000 feet before leaving it. Its bed is lower than that of the Marble Fork on the north or those of the East and South forks on the south, and the rapidity of its fall is less. Steep slopes rise from it on either side, terminating in high ridges. The only tributary in the park coming from the north side is the Marble Fork, that joins the Middle Fork after emerging from a deep cleft through the ridge on the north side of the latter stream. The top of this ridge on the eastern side of the Marble Fork is nearly 7,000 feet high. Following the ridge eastwardly, it is generally parallel to the Middle Fork and reaches an altitude of about 12,500 feet just within the boundary of the park. It then dips into a saddle east of the park, probably about 11,000 feet high. Before doing this, however, it is joined on the north by the ridge that divides the waters of Marble Fork from those of Kings River. The head of the Marble Fork is in the angle between the two ridges, and a little inside of the park. The head of the Middle Fork is on the south side of the saddle. The culminating point of the divide between the Marble Fork and Kings River is Mount Silliman, which lies well within the northeastern corner of the park and is about 12,500 feet high. The bed of the Marble Fork is in a cañon until it breaks through the north side of the cañon of the Middle Fork.

The waters of the Giant Forest flow into the Marble Fork. This forest is on an inclined plateau, in the vertex of the angle formed by

the cañon of the Marble Fork and the ridge through which it cuts. The plateau begins at the top of the ridge and slopes gradually toward the cañon of the Marble Fork. Several practicable routes across the cañon of the Marble Fork are now known. Last year we knew but one.

West of the Marble Fork there is no prominent, well-defined ridge of any extent. The mountains are much broken and cut up by deep ravines. The highest peak is Big Baldy, about 8,500 feet high, situated at the extreme northwestern corner of the park, just within the angle formed by the junction, at the foot of its south face, of two branches of the North Fork of the Kaweah. The North Fork flows in a southerly direction from Big Baldy, but wholly outside the park. Its fall is not very great, possibly being less than 2,000 feet between Big Baldy and its mouth. It is inclosed between mountains, and for a considerable distance below Baldy the slopes on either side are impassable.

Returning now to the Middle Fork and taking the ridge on its south side, we find that at the western boundary of the park it is about 7,000 feet high and at the eastern about 11,000 feet. It then sinks to a saddle or gap, called Timber Gap, about 10,000 feet high, that lies east of the park. South of this ridge is the East Fork of the Kaweah River. Its bed is at an altitude of about 6,000 feet where it crosses the eastern line of the park, and in the width of one township, which is here the width of the park, it falls about 3,000 feet.

To the south of this stream is another high ridge, separating it from the South Fork. At the western edge of the park this ridge is over 10,000 feet high. Further east it is 12,600 feet high, but there is a deep gorge in the intervening space through which a large stream that drains the northern part of the Hockett Meadows flows toward the East Fork. Following the ridge still farther east we come to Mount Vandever, at least 13,000 feet high, and then a drop into a saddle, called Farewell Gap, about 11,000 feet high. On the north side of this gap is the head of the East Fork and the Mineral King mining district, all outside of the park. On the south side of the gap is the head of the Little Kern River, which is in the park, the stream flowing toward the southeast. West of the Little Kern is the head of the South Fork of the Kaweah, lying also in the park. Between the Little Kern and the South Fork is a high range that extends southward from Mount Vandever. There are two passes over this ridge, several miles apart, and both more than 10,000 feet high. For a few miles the South Fork winds slowly westward through the Hockett Meadows, and then, in a distance that would be represented on a map as less than 2 miles, it falls more than 4,000 feet.

All the principal divides between the Kings River and the South Fork extend, generally speaking, from east to west. They are all spurs from the divide between the Kern and Kaweah rivers. That divide extends north and south, and is generally higher at all points than any of its spurs. Looking at the spurs, we find that each one of them sinks to a saddle just out of the park on its east side, and that their highest points are just within it. The gaps are therefore the natural routes of travel where ridges are to be crossed. Other natural routes would be to follow down one cañon to its junction with another, and there turn up the latter. These two kinds of routes are the ones usually followed by the troops, and consequently the greater part of their marching is entirely outside the park. It is impossible to follow the crests of the high divides, for they are too rough and rocky, or too sharp and jagged.

Within the limits of the park the three principal ridges can each be

crossed at one point only, in traveling from one stream to the next, but there is no continuous trail from north to south. Below the crests of the ridges, up to an altitude of 5,000 or 6,000 feet, the slopes are covered with a growth of brush so stiff and dense that it is practically impenetrable, and usually so high that one can not see in what direction he should try to cut his way in order to reach ground that would give him footing. These slopes are deeply washed by rains, melting snows, and landslides, and even where there is no brush, travel across their faces would frequently be impossible. From 5,000 or 6,000 feet up to 10,000 or 11,000 feet, trees are found where there is soil enough to support them. In the timber belt, between the rocks above and the brush below, a way to travel can often be found.

The only wagon road in the Sequoia Park is a continuation of the county road from Visalia to Three Rivers. It crosses to the north side of the East Fork about half a mile from its mouth, and then follows the general direction of the stream along the steep slopes on its north side, keeping from 500 to 1,000 feet above it, and terminating at Mineral King.

About 8 miles of the road built by the Kaweah Colony from the North Fork to the Colony sawmill lies in the park. It is now so badly washed out that wagons can not travel it, but it is a good trail for saddle and pack animals.

General Grant National Park, northwest of the Sequoia Park, and comprising only 4 square miles, has no deep gulches nor, except along its eastern side, any high, steep hills. On the east side the top of a high ridge very nearly coincides with the park line, and its western slopes, which are quite steep and rocky, extend several hundred yards into the park. This park lies just north of the crest of the divide between the North Fork of the Kaweah and Kings rivers. Between it and the Sequoia Park there are no ridges much above 8,000 feet, but the cañons are deep and the slopes steep and rocky. The streams are in gorges with vertical sides, and the only practicable traveling is well up and around the heads of these streams, or, in a few instances, along the ridges between them.

After this description the necessity for making very wide detours in traveling between two points can be better understood. One of the most accessible places in the Sequoia Park is Atwell's Mill, on the Mineral King road, on the north face of the canyon of the East Fork. It is about 1,000 feet above the river and at least 1,500 feet below the crest of the canyon. Its elevation above sea level is about 6,500 feet. A map would show Atwell's Mill to be about 8 miles from a certain place in the Giant Forest at the same elevation, where a detachment is stationed. The intervening country, however, is impassable. To travel from Atwell's Mill to that camp with the least fatigue and in the shortest time the Mineral King road is followed west to the mouth of the North Fork, where the altitude above sea level is only 1,000 feet, and from here the road up the North Fork is followed, and then the Colony road to the Colony Sawmill. The distance from the sawmill to the Giant Forest is but little more than a mile, but the distance to be traveled by trail to reach the camp is 9 miles. The total distance that must be traveled is 52 miles, and the time required is two days. The second day's march will take all the time between sun and sun on a long summer day. The time with loaded pack mules would be three days. About 4 miles above the mouth of the North Fork, at a place known as Red Hill, a trail starts up the Middle Fork and follows it to a point beyond the Marble Fork; and then goes north up the mountain

side to the Giant Forest. This is known as the Moro Rock trail, and by following it the distance would be only 37 miles. But the difference in elevation between the bottom and top of the mountain side is 4,000 feet, and the trail is considered the worst in the park. It gets steeper and rougher the higher one goes, and no time is saved by using it. The packers prefer to descend by the longer route even when their mules have no loads. Except in rare cases all communication between the northern and southern parts of the park is by way of the mouth of the North Fork and the Colony Sawmill. If General Grant Park were the objective point from Atwell's Mill, the road would be followed as before to the mouth of the North Fork. That stream would then be followed up for about 6 miles, and then the route would be through the mountains west of it, partly by road and partly by trail. The total distance from Atwell's Mill is also about 52 miles, and with light loads would usually be traveled in two days and with heavy ones in three. The journey is much easier than the one between the mill and Giant Forest, points shown by the map to be only 8 miles apart.

This report is written in a camp due south of Atwell's Mill, and a map would show the distance between them to be about 6 miles. There is a trail from here direct to the mill, by which the distance is about 10 miles, and a man could probably start from here and get there in about four hours. But should he try to come here from the mill, especially with loaded mules, it is more than probable it would take him all day, and perhaps he would find it necessary to take two days. But by going from the mill up the Mineral King road to the head of the East Fork, then over Farewell Gap and down the Little Kern for about 5 miles and then west over the divide between the Little Kern and the head of the South Fork, he could arrive here in 8 hours and with half the fatigue. The distance is 23 miles. Should his objective be a point on the South Fork that is still farther west, and about 5 miles farther by trail, though shown by the map to be less than 8 miles from Atwell's Mill, he would take another route. He would then follow down the Mineral King road to the mouth of the South Fork at Three Rivers and follow up that stream. The distance, 40 miles, would be longer, but the time and labor involved would be less.

During the year ending June 30, 1892, Troop K, Fourth Cavalry, was employed a little less than six months in guarding these two small national parks, and though the total marching of the troop and detachments during that time was about 7,000 miles, such were the obstacles encountered that the parts were not thoroughly explored and consequently not thoroughly known nor protected.

After submitting my last annual report the detachment that had been temporarily taken away from the Colony Sawmill was sent back there. During the ten days or so that no troops had been there the Kaweah colonists had torn down nearly all the buildings and hauled away most of the lumber. The small iron pipe that brought water down from a spring about 500 yards distant had been taken up and unjointed and then thrown down the mountain side. This seemed to indicate that they did not care so much for the pipe as they did to annoy the soldiers stationed there. Their further destruction of the buildings and appropriation of the lumber was stopped, and the pipe was again put together, after a fashion, and the water supply restored. The portable sawmill was removed by the colonists sometime later.

The trail of a band of sheep, traveling toward the valley, was found in the northern part of the Sequoia Park in the latter part of September. It was fresh when found, and the herders' campfires were still

burning. They were extinguished, but the trail was not followed far, as it left the park. This year I got information that leads me to believe that these sheep were in the northeastern part of the park all last summer, and that in September they turned back into it west of where their trail was found, and grazed in the park nearly three weeks longer. About the same time another band of sheep was found in the southeastern corner of the park. The herders claimed to be ignorant of the fact that they were trespassing and promised to move their sheep away at once. The next day another herd was found near the same place and the herders made the same excuse and the same promise. On the third day this herd had gone, but its trail was followed and it was found still in the park hardly a mile distant. It was then removed. It really was the same herd that was seen each day. After the first day the herders merely changed places with those of another band of sheep belonging to the same man that were just outside the park. The soldiers, seeing different herders, thought the first flock of sheep had gone away and that another had come.

As the weather grew cool in the fall most of the cattle that had been permitted to pass through to the east side of the park, for summer grazing, were allowed by their owners to run at large and graze back through it on their way to the foothills. This, however, was not the case with Mr. Hamilton, who herds his cattle at Redwood Meadows. All of Mr. Tharpe's cattle and horses, about 150 head in all, were running loose in the Giant Forest. Cattle belonging to other people were found near Castle Rock, a lot more were in the Hockett Meadows, near the head of the South Fork, and from 50 to 75 head were discovered late in the fall in a very brushy and difficult cañon, on the south side of the South Fork. It was found that salt for the cattle had been placed in out of the way places in this cañon as well as in the Hockett Meadows, to induce them to return as often as they were driven out. Mr. Tharpe's cattle were also doubtless provided with salt to keep them in the Giant Forest or its vicinity. Under the circumstances my force was not then capable of keeping the cattle away. Nearly all its attention was given to the Sequoia Park, a detachment visiting the General Grant Park about once a week or oftener.

The first snow at the higher altitudes fell on September 15. At Mineral King it was about 3 inches deep and lasted about one day. The supplies were then moved to Red Hill, as the fall rains sometimes wash out the road so much that wagons can not travel it. A detachment was left there until after November 1.

There were two showers at Red Hill in September, but no more rain or snow in the Sequoia Park from that time until after November 16, on which date the troop was relieved from its duty here, and marched to Visalia on its way to the Presidio of San Francisco. A big fire had been burning for sometime on both sides of the North Fork of the Kaweah, and had reached the park before the troop left, when it was still burning. There seemed to be some danger of its reaching the Giant Forest, but as it did not, it was probably extinguished by a timely rain.

On the 20th of May this year the troop was established in its old camp at Red Hill, and under the same orders as last year. There was evidently much less snow on the mountains than at the same time the year before, and the season was nearly a month earlier. To my surprise I found that Tulare County had appropriated a small sum to repair the road to Mineral King, which sum had been increased by contributions from some of the people. I was informed last year by Special Agent Andrew Cauldwell, General Land Office, that the county had no

valid title to this road, and of course it could not be expected to expend money for repairing it through a national park. The common belief is, however, that the county does own the road, and that the Interior Department has no jurisdiction whatever over that portion that lies in the park. This only crops out when someone wants to drive cattle through the park or do something that is forbidden by the park regulations. The interested person then claims immunity from all interference as long as he stays in the road and talks about lawsuits and damages. The acting superintendent of the park must presume that the information received from an officer of the Interior Department is correct.

The road was open to Atwell's Mill by the 25th of May, and in much better condition than it was at any time last year. A small detail was sent to the Davenport ranch as a guard for stores that should be accumulated there from Red Hill. This ranch is on the road nearly a mile below the mill, and the place occupied by the soldiers was a lot containing about 4 acres, on the lower side of the road, which had been cleared of trees and inclosed with logs. A small frame house stands near the center of the lot. I had noticed this place last year, and thought it might be used occasionally as a camp, particularly as it was the only cleared piece of ground along the road. At first I supposed it was claimed by some one who would occupy it during the summer. But no one came near it, and I afterward learned that a man named Davenport, who had cleared the ground and built the house, had abandoned his claim to the land before the title was complete and had been absent from the country, no one knew where, for several years. Passing parties often camped there, and when the cattlemen drove their herds through in the spring they used the lot as a corral to hold their cattle overnight. After I had established a temporary camp there this spring, I heard that Davenport had returned to this part of the country, and was indignant because troops were camped at his old place.

In the latter part of May the weather at Red Hill was unusually warm for the time of year, the maximum temperature ranging from 90° to 108°. The large streams were very high, as high as they had been in the middle of June the year before, at which time they were highest. The snow was evidently melting very rapidly, and there appeared to be less of it than there had been on the 1st of July last year. Thousands of sheep were reported to be on the Lower Tule and Kern rivers, south and southwest of the Sequoia Park, and others were reported to be heading towards the country between the Sequoia and General Grant parks. Accordingly, on May 31, Lieut. Nolan took a detachment to the Davenport ranch, with orders to build a bridge across the East Fork at the nearest available place, if he could find one, after which he was to cross and examine the slopes on the south side of the cañon, and, failing to find sheep there, was to go to Hockett Meadows by the direct trail from Atwell's Mill. One would naturally suppose that from the Mineral King road, constructed well up on the north side of the cañon, a band of sheep on the south side could readily be seen. Last year, however, there were two bands of sheep on that side for some time, one in the brush and the other in the timber, that were never seen from the road. The herders were careful with their fires, to keep the smoke from being seen, and the presence of sheep was not suspected. Lieut. Nolan succeeded in finding a place just under the ranch where the river was accessible on both sides, and in one day built a bridge. The slopes on the south side were then examined above and below the bridge by men on foot, this work being much hindered by the torrents of water that

filled nearly every ravine. Lieut. Nolan then started to cross the divide between the East Fork and Hockett Meadows by the trail from Atwell's Mill. The slow progress he made indicates the difficulties of this route. On the first day he was compelled to halt before reaching the crest, as his animals were exhausted and one pack mule had been killed. In zigzagging up the steep slopes he had traveled about $5\frac{1}{2}$ miles. The next day he traveled but 2 miles in five hours, and then had to go into camp, for his animals were exhausted again. The obstruction to his progress on this day was mainly due to snow. He then proceeded on foot to the Meadows and found the snow to be 4 feet deep on the level.

On May 31 Lieut. Benson was also sent with a detachment to examine the northern part of the Sequoia Park, between the Marble and North forks, traveling on the trail that leads to General Grant Park via the Colony Sawmill. It was the only trail to that park then known to us. The ferryboat owned by the Kaweah colony was used by him to cross the Kaweah River. This is a cable ferry located just below the mouth of the North Fork. He found the latter stream fordable, and met with no obstacle till he arrived at a large branch of the North Fork, near the northern boundary of the park. He considered it unwise to attempt to cross this stream with horses, but crossed without them and explored the northwest portion of the park and adjacent country on foot. Afterward he traveled over a considerable portion of the country between the trail and the main North Fork. All along the western half of the northern line of the park on both sides there were indications of sheep-herding last year. Along the western boundary of the park, on the slopes that fall towards the North Fork, it was evident that no cattle nor sheep had grazed for several years.

After Lieut. Nolan had thrown a bridge over the East Fork, the men stationed at Davenport Ranch were required to make frequent reconnaissances of the south side of the cañon. The sheep found there last year had come up from the south, over the snow in Hockett Meadows.

On June 17, Lieut. Nolan was ordered from Red Hill with a detachment to try to reach Hockett Meadows by way of Mineral King and Farewell Gap. The route usually traveled in going from Red Hill to Hockett Meadows is down the road to Three Rivers, and from there up the cañon of the South Fork. But this stream was very high, and as it would have to be crossed five times the route was not available. The road above Atwell's Mill was now open, and in going by Mineral King the most serious difficulty to be expected was the snow in Farewell Gap. Lieut. Nolan succeeded in getting through, however, and found that the snow had about disappeared from the Meadows, but the ground was too boggy for travel.

On June 19 Lieut. Benson was again sent to the northern part of the park, where he remained until August 1, when he was obliged to go to the Presidio of San Francisco as a witness before a court-martial.

On June 23, all the men at Red Hill, except a detachment of six, were moved to the Davenport Ranch, and a detachment was placed at Mineral King, 7 miles distant.

On July 2 the camp at Davenport Ranch was abandoned and the men and stores located at Mineral King.

On July 4, I went with Lieut. Nolan over Farewell Gap to Quinn's horse ranch in the southeastern corner of the Sequoia Park, and there stationed a detachment. On the 5th I returned to Mineral King, while he went to the Hockett Meadows, returning to Mineral King on the 6th. He had seen no signs of sheep, but found cattle at a place known

as the Milk Ranch and had sent word to that effect to the noncommissioned officer in charge of the detail at Quinn's horse ranch. At that time mosquitoes made life unbearable in the Meadows, but the detachment was to move there by July 15, when the ground would be drier and the mosquitoes less troublesome.

During June Mr. Hamilton had been allowed to drive his cattle to Mineral King, following the road through the park. He then took them over Timber Gap to Redwood Meadows, which lie east of the park. Mr. Luce had informed me that he and Mr. Dean were partners in the cattle business, and their cattle were also driven up the road and over Timber Gap to land east of the park. I cautioned Mr. Luce to keep them off the park, and told him that whenever my men went over the divide north of Atwell's Mill last year they always found some of his cattle.

It will be remembered that last year Mr. Tharpe was given permission to drive his cattle and horses up the Moro Rock trail to Giant Forest, and through the Giant Forest to land east of the park, that he represented was rented by him. He owns considerable land in the Giant Forest and has one large meadow inclosed and planted with timothy that he cuts for hay. This is known as Wolverton's Meadow. He promised that after entering the park he would drive the stock to this meadow in one day, where they would be kept inside the inclosure till they rested, and then in one day he would drive them eastward beyond the park. He did not drive up his cattle till late in August. He had to go by the camp at Red Hill, where the trail crosses the Kaweah River, and I had left word at that camp that whenever he appeared with his cattle a detail was to accompany him to see that he did not let them scatter in the park nor delay on the way. It so happened that when the cattle came along there was but one man in camp available for this duty. This man afterward reported to me that they were driven to the meadow and corraled, and had not stopped on the way. He did not seem to know that he should have gone farther and had returned from that place. A few weeks later I found signs on this trail that plainly showed that a large number of cattle had certainly stopped for at least one day, or that a small number had stopped for several days. For a short time after the cattle were driven up only a few were seen in the Giant Forest, but by the middle of October it was evident that all the horses and cattle were there and that no effort was being made by Mr. Tharpe's herders to keep them out. The sergeant in charge of the detachment at the Colony Sawmill reported that when the herders were spoken to about this they would answer, "Well, why don't you drive them out." At that time we knew of no place near the park to which we could drive them and where they would stay and not return. If they were driven just out of the park and turned loose they would be back in the park inside of an hour. This spring Mr. Tharpe asked permission to drive his cattle again over the same trail to land east of the park. He said he did not like to drive over Timber Gap to get to his range because he would then have to go over Redwood Meadows where Mr. Hamilton had his cattle and they needed all the grass. I told him he could drive his cattle through under the same conditions as were agreed to last year. I asked him to notify me when he was ready to drive them up, which he promised. It was my intention to send a detail along, under a commissioned officer, but I said nothing of it to him.

On June 23 Lieut. Benson found a band of 2,700 sheep on the Marble Fork at the foot of Mount Silliman. He had with him at the time but

two men; all were on foot, and the party was out of rations. He took charge of the herders and brought them down to Red Hill, and came up to Davenport ranch with the chief herder, a Mexican named Carlos Delgado, to see me. The sheep belonged to a man known as "French Pete," named Peter Lustaud. The portion of the park where his sheep were found had never been visited by the troops before, and had been represented to us as very rough and almost impenetrable, and besides as probably not in the park. Lieut. Benson had now learned better. The sheep had doubtless been herded there all last summer without interference, and on this account the herders were permitted to return with Lieut. Benson to drive out the sheep, following their back trail. But during their absence Lustaud arrived from Kings River and discovered what had occurred, and with some of his men taken from another of his herds in the Kings River country, had commenced gathering the sheep, which were driven out after Lieut. Benson returned.

On July 3 he found another herd of sheep on Clover Creek, near the northern line of the park. These belonged to a Mr. Janes, and were under charge of one herder, a young man named Fine. He said he had been left there with some food, but without horses or donkeys, which the other herders had taken to Visalia, where they expected to spend the 4th. He admitted that he and all the herders and the owner knew that the place where the sheep were found was in the park. He was sent to me at Mineral King, where I found him on July 5. Two men were left with the sheep to keep them out of the park, and to catch the other herders on their return from Visalia. Lieut. Benson then scouted the adjacent country with the remainder of his men, and reached the Giant Forest on July 6, where he learned that Mr. Tharpe had driven his cattle by Red Hill on the 4th instant, and was on his way up the Moro Rock trail. He had no instructions about these cattle from me, but knew what ought to be done. He feared that his force was too weak to handle the cattle, and sent to Clover Creek for the two men left with the sheep. They had held the flock close to the line, and after seeing that it was wholly out of the park they joined him.

On July 6, while at Mineral King, I also learned from my men at Red Hill that Mr. Tharpe's cattle had passed there on the 4th, and also that they had stopped after getting in the park. I did not know whether Lieut. Benson would be in the Giant Forest when they arrived there, or whether he would have enough men to act efficiently. On the 7th I started to the Giant Forest with a large detachment, and arrived at his camp on the 8th. Tharpe's stock had gotten to the Giant Forest that day. Early in the morning a lot of loose horses came up the trail and at once started to scatter through the woods. Lieut. Benson's men were soon ready and stopped and held them as they came. The cattle were also collected and held as they came up, and then, under Lieut. Benson's escort, were conducted to Wolverton Meadows and placed in the inclosure. The next day he accompanied them to a spot high up on the north side of the cañon of the Middle Fork, and under the highest part of its crest. This, Mr. Tharpe said, was known as Farley's Meadows, and was rented by him. Rough surveys, made by Lieuts. Benson and Nolan this summer, leave no doubt this land is in the park. However, I was not certain of this at that time, and as the cattle were in a place where they could easily be kept out of the Giant Forest, and where they could not go up the mountain and only with great difficulty down it, I gave Mr. Tharpe the benefit of the doubt. I was the more inclined to do this as there was plenty of work for all the men

elsewhere. He was warned that if any of his horses or cattle were found in the Giant Forest they would be driven over to the Kings River country and turned loose.

On the 10th I started to General Grant Park, which I reached on the 12th, having traveled most of the way from Giant Forest by a route hitherto unknown to us. On the morning of the 12th I was busy looking over ground in that park where Mr. John W. Parker, of Camp Badger, had asked authority to make a road. In the afternoon I found that about one-third of the park, on the western side, had been swept by fire, which had been almost completely checked, though a number of trees and logs were still smoldering. The fire had started on the land of Moore & Smith, west of the park, and they had turned out about 50 men to check it. This was to their interest, as they own large tracts of timber land alongside the park. The fire was under such control that it would probably not start afresh for several days, and as I had but two soldiers and a packer with me, I started back to Mineral King next morning to get a detachment for a permanent camp. In going to Red Hill I followed a route west of the North Fork through Eshom Valley, and found it much shorter and better than any others previously known to us. I was back in General Grant Park on the 16th, and established the camp. The fire was constantly starting afresh in new places, and I remained till the 21st, when I felt sure it was under control. A lot of brush and fallen timber had been burnt up, and also a few pine and fir trees, but none of the big trees were destroyed, though about half a dozen were slightly injured.

I then started with four men to go to the Giant Forest, and on the 22d crossed Clover Creek and camped a few miles south of it. After dinner I took the first sergeant and went back toward a point on Clover Creek about a mile above where we had crossed in the morning. Our object was to try to get to the top of Mount Silliman, but as we approached the creek we heard a band of sheep in a cañon below us, and the voices of the herders, who were evidently driving them as fast as they could. The first sergeant went back to camp and got the other men, and we then followed the sheep. The herders were evidently trying to get them into the rocks where horses could not go, hoping probably that we would not try to follow them. We captured two herders and took them and their supplies back to camp, as it was getting too late to attempt anything more that day. Next morning we found that the sheep had all been driven from the park, either during the night or at daylight. The fire of one herder, whom we had not seen, and who had driven off the sheep, was found high upon the mountain. He had evidently been placed there as a picket, and had seen my detachment when it crossed Clover Creek on the morning of the 22d and given warning of its approach. The sheep had been in the park about two days, advantage being taken of the fact that during that time Lieut. Benson was absent with his detachment in the direction of General Grant Park, trying to catch another band of sheep that he expected to find in the northwestern corner of the Sequoia Park. The herders we had, and their one donkey and baggage, were taken out of the park by the Colony road. While passing through the Giant Forest I met Lieut. Benson who had gone to General Grant Park, and then turned south following the trail west of the North Fork to within 8 miles of Red Hill. He then returned to the Giant Forest by way of the Colony road. He had found four or five horses in the park on this road, and was driving them to the Kings River country. I returned to Mineral King on the 26th.

During my absence, from July 7 to this time, Lieut. Nolan had been left

at Mineral King in charge of matters in the southern half of the Sequoia Park. I had seen him on the 14th when I returned from General Grant Park to get a detachment to place in camp here, and directed him to build a corral in the Hockett Meadows to hold all the cattle found there and down the South Fork, and to notify the cattle-owners that their cattle would be collected and driven over to the Kings River cañon, where they would be turned loose, and that they would be taken over such a difficult route that they would not come back. He was also to try to locate as far as possible the eastern boundary of the park across the cañon of the Middle Fork, and find his way or cut a trail as nearly along it as possible. When I arrived at Mineral King, on the 26th, I found that he was absent trying to make such a trail. The corral in Hockett Meadows had been built and the notification sent to the cattle owners. He had found a herd of sheep near the park on the Little Kern River, and warned the herders to keep off. Next day he went back and found the sheep on the park. The herders were removed from the park and kept away for several days while the soldiers drove off the sheep. I found orders for Lieut. Benson to proceed to the Presidio, which I transmitted to him, and left orders for Lieut. Nolan to take his place, while I went to the Hockett Meadows. I learned afterwards that Lieut. Nolan had been able to get down to the Middle Fork, and was fortunate enough to find a crossing. He had forced his way a long distance up the north side of the cañon through dense brush and then found his supplies were exhausted and could go no farther. While he was doing this Lieut. Benson was exploring the southern and eastern acclivities of Mount Silliman on foot. He there found some meadows where the sheep of Mr. Lustaud (French Pete) had been grazing for three weeks, and which they had just left. His horses and supplies were still there under charge of his foreman, Carlos Delgado, whom Lieut. Benson had found with these sheep on the Marble Fork in June. He took charge of this man and everything in the camp, but the man ran away subsequently during the night. The horses were taken down the Colony road outside of the park and turned loose. It was found that some of Lustaud's sheep had been taken across the divide between the Kings and Kaweah rivers, and had been feeding in the park on the north side of the Middle Fork.

On arriving at Hockett Meadows on July 27th I found that the men there had collected a number of cattle belonging to Mr. Blossom. His son appeared the next day, and they were turned over to him on his promise that he would keep them from trespassing. When he took them away he said he would return in four or five days to see if we had any more and get them. During that time we gathered in the corral 22 head, and as he did not return, I started with them on the sixth day, going over the trail to Atwell's Mill. They were held that night in the inclosure at Davenport Ranch, while I went to Mineral King for forage for the horses. Young Mr. Blossom appeared at Mineral King at 6 o'clock next morning to ask for his cattle. They were given to him on the same conditions as before. The next day he commenced to put up a fence across the trail in the cañon of the South Fork, at the western boundary of the park. This was to keep his cattle from coming up the cañon. As he seemed to be acting in good faith I let him have a few head that we subsequently found. A few head belonging to a Mr. Putman were given to him on the same conditions, though a place was found where he had left salt for his cattle. Their range was in the brushy cañon on the south side of the South Fork, where 50 or 75 head of cattle were found late in the fall of last year.

On August 17 Lieut. Benson arrived at Hockett Meadows and reported that in coming up the South Fork he found the bars of the fence down and a lot of cattle in the park. We had just corralled four or five more of Mr. Blossom's cattle, and on the 18th I met his son coming up the South Fork to get them. He protested that he did not know how the gap in the fence came to be made, and that the break was no fault of his. On this I sent word to Lieut. Benson to let him have the cattle then in the corral. On the 22d another herd of 16 head had been collected, and Lieut. Benson started north with them to Kings River. While camped on the Middle Fork he was visited by Mr. Blossom himself, who promised most faithfully to keep his cattle from trespassing if they were turned over to him. He was allowed to take five that he said belonged to him, and the others were driven toward the divide between the Marble Fork and Kings River, at a point a little west of Mount Silliman. One had to be dropped on the way on account of fatigue, and another escaped, and nine were driven down a rough cañon on the Kings River side of the divide. Lieut. Nolan was off in the direction of the northwest corner of the park, and when Lieut. Benson reached Clover Creek he found that advantage had been taken of that fact, for a band of sheep had been grazing there about two days and had just left. It is supposed they were the band of Mr. Janes that had been found there on July 3.

After he had disposed of the cattle and returned as far as the Giant Forest, Lieut. Benson concluded to try to descend the north face of the cañon of the Middle Fork and strike the trail Lieut. Nolan had made part of the way up in his attempt to cross the cañon in July. If he reached that trail he intended to follow it across the cañon and get to the Mineral King road by crossing the divide between the Middle and East forks. He was successful in his attempt. After crossing the Middle Fork he found a lot of cattle belonging to Mr. Luce and Mr. Dean that had apparently been driven down the trail. On crossing the divide north of Atwell's Mill he found the trail of one or two donkeys or mules traveling eastward. He followed this trail, which led him to a meadow, where a band of sheep were grazing. He was not certain they were in the park, so he continued to Mineral King. There he gathered information which left no doubt that they were in the park, and he returned the same afternoon, August 28, took the herders, and sent them to me at Hockett Meadows. He left some men to drive the sheep out of the park, and I sent the herders out by the trail down the South Fork. The next day, August 29, Lieut. Benson collected all the cattle he had seen, and started to drive them to the place he had driven the others. To do this he had to take them to the Mineral King road and go down the road as far as the bridge near the mouth of the East Fork, where he crossed over the divide to the Middle Fork. He camped on the Middle Fork on the 30th, and was met by Mr. Luce, who was very indignant, and demanded his cattle. He was also angry because they had been driven a long distance on a hot day. On his promising that he would keep them out of the park in future they were turned over to him.

About this time Lieut. Nolan visited General Grant Park and found near it two flocks of sheep, numbering about 4,600. He spoke to the herders, and started to tell them just where the boundary of that park was and to caution them to keep off, but their manner was indifferent and their language insolent, so he let them alone. Early next morning he was out looking for them, and found the sheep coming into the park. He took charge of the herders, six in all, and sent the two principal men to me while he detained the others and drove out the sheep. The

two herders sent to me were taken to the Porterville trail, just south of the Sequoia Park, and then allowed to go, and orders were sent to Lieut. Nolan not to detain longer the others.

The detachment placed in camp at Gen. Grant Park on July 16 has been acting under instructions which seem to have been effective in preserving good order and protecting the big trees from disfigurement or spoliation. Only once has it been found necessary to interfere with visitors to the park. On one occasion two men engaged in target practice near the big trees, upon which their arms were taken from them and kept till they left. There has been no trouble there on account of sheep except in the instance mentioned above. A species of laurel grows in the park, which is fatal to sheep that eat it. Most of the sheepmen know this and keep their flocks away. With cattle there has been no little difficulty. A large number have been in the habit of feeding there every summer. There was no place in the vicinity to which they could be driven from which they would not return. A corral was built at the camp, and the cattlemen were notified that any of their cattle found in the park would be placed in it and held till called for, and that the Government did not provide feed to give them, nor was I permitted to let them graze in the park as they would do if turned loose. The owners were notified as far as possible whenever their cattle were corralled. This plan has its disadvantages, and at first the cattlemen were content to let their cattle run at large and come after them when they were caught, but in a few weeks this became somewhat annoying and they are now becoming more careful. The park is so small and so easy to travel in that the cattle were caught within a very short time after they arrived in it. Of course this plan would be useless in the Sequoia Park unless the force guarding it was greatly increased.

I have made this long and detailed report in order to emphasize the recommendations made last year, that laws be enacted providing penalties for all infractions of the regulations made by the Secretary of the Interior for the government of the parks, and that the parks be surveyed and the boundaries distinctly marked. The great importance of such action must be apparent. I notice that the officers in charge of the Yellowstone and Yosemite National Parks made last year similar recommendations, and the unanimity of opinion shows that such recommendations must be well founded. A guard is placed in the Sequoia and Gen. Grant National Parks to protect them from spoliation and from injury by fires, to protect the fish and game, and preserve everything in its natural condition. This object can be attained only by a rigid enforcement of the park regulations. In the absence of legal penalties for their violation, other methods to make them effective must be devised. The acting superintendent must keep before him the purpose for which he is here, and try to accomplish it. If he commences to quibble about the propriety of every action that seems necessary, and to debate with himself whether it is technically legal or illegal, he will accomplish almost nothing. In order to carry out the spirit of the laws establishing the parks he must not allow such thoughts to distract him from his purpose, but try to discover what method of action he can follow which will be the mildest, the least objectionable, and at the same time effective. It is natural that the propriety of some of his acts should be questioned. The men who never feel the slightest regret for violating the park regulations themselves, and who will intentionally violate them whenever they think they can do so with impunity, are of course the most critical and the first to question the right of the acting superintendent to proceed in the mildest way open to him to make the au-

thority of the Government over its own land respected by them. A state of angry feeling and of hostility to the parks is the result, which, unfortunately, is sometimes communicated to the best disposed citizens. The enactment of definite laws for the government of the parks would greatly reduce the field now open for quibbles and arguments, and would have prevented much of the hard feeling now existing. If a case over which the courts had jurisdiction should be brought to trial the first plea would doubtless be that the alleged offense was not committed in either of the parks, and because the prosecution could not definitely prove where the boundaries are, this plea would often be valid. If it failed the accused could claim that the Government had put up no monuments or other marks to show the boundary of its reservations, and that he was ignorant of the fact that he was in the park. If park laws are enacted the park boundaries must be well marked to keep the laws from being evaded.

I do not pretend to know exactly what penalties should be prescribed, but the results of the plans followed in trying to enforce the park regulations should be suggestive to professional lawmakers. On arriving here last year I found that the cattlemen who had been in the habit of turning their cattle loose to roam at will on Government land complained that the establishment of the parks restricted their ranges, and would force them to dispose of their cattle without letting them wait for a favorable season of the year to do so with advantage. Some of these men owned more or less land in the Sequoia Park, usually in small tracts, and in the vicinity of these their cattle ranged over half a township or more. Others had no land. The sheepmen claimed not a foot in either park. All professed an intention to do all in their power to keep their herds out of the parks, and left the impression that they felt obliged to get rid of their cattle as fast as they could without loss to themselves. Their professions were accepted in good faith, and my men were employed constantly in collecting cattle and driving them just out of the parks, where they were turned loose, only to be back again next day. The condition of affairs in the fall of the year heretofore mentioned showed that these measures were not effective. The men had been so busily engaged in this duty that a large portion of the Sequoia Park, in fact nearly all the northern portion, was unexplored and unknown, and was overrun with cattle and sheep that were never disturbed. I expected to find this spring that many cattle had been sold since last fall, and that our work would consequently be lighter, but, instead of having decreased, the herds were larger. Stronger measures have been adopted this summer. The plan of corraling cattle found in the General Grant Park, and driving to the Kings River country those found in the Sequoia Park, seems now to have become effective, but we have not yet succeeded in making much headway against the sheep men. The herders have always been taken away from their flocks and, except in the case of the first herd found this year, were conducted to some point on the boundary of the Sequoia Park as far as possible from their herds and then let go with an emphatic injunction not to return to their sheep through the park, nor ever to enter it again. Sheep without herders will soon scatter and get lost, while many are liable to be killed by panthers and bears, yet this summer's experience shows that the risk of great loss has not deterred sheep herders from driving their flocks into one of the parks, even though they have been caught before. As I write this a fresh instance of their pertinacity is brought to my notice.

On September 3, Lieut. Benson was sent to take his old place in the

northern part of the park and relieve Lieut. Nolan. The latter officer and his men, without their horses, were found in the rocks near the summit of Mount Silliman, where they had been several days. The sheepmen had adopted new tactics. They drove their sheep to this almost inaccessible locality, where they were left with one or two herders, while their riding and pack animals and supplies were left outside the park and the herders took turns in coming. When Lieut. Nolan found the sheep the one herder with them ran away with all his might and escaped. About 5,000 sheep were found, more than Lieut. Nolan's men could handle. To drive them through to the west or south side of the park would be playing into the herders' hands, for the sheep would eat everything on the way and the direction would be the one the herders wish to take at this season of the year. They would be on the watch on the opposite side of the park to gather the sheep as they came out. Lieut. Nolan placed his men around them, and at night one herder was caught while trying to sneak in to them. Next day another herder was caught while watching the party with a small telescope. The sheep, getting hungry, became too restless to hold, and Lieut. Nolan tried then to scatter them in the rocks. About this time Lieut. Benson arrived, who gathered about 1,500 and put them in an old corral the sheepmen have used from year to year. My last information is that these sheep were still in the corral, while a watch is kept for other herders that may come after those that have scattered. Lieut. Benson can not keep all his men in that vicinity, however, for there are sheep along the whole northern boundary, about 10,000 being in one locality near him. The line west of him must be closely watched. He has only 15 men with him, but there are also sheep all around the southeastern portion of Sequoia Park, and General Grant Park is threatened.

Owing to the topography of the country, which makes rapid movements between different points impossible, no detachment can now be weakened by details sent to reënforce another. What Lieut. Benson will accomplish is, of course, unknown; but he has excellent judgment and I shall give him no orders. The two herders taken by Lieut. Nolan were brought to me at Red Hill on September 9, when they were given a good dinner, after which they were placed on the road to Visalia, and, with the usual injunctions told to leave. As they had no food of any kind with them when caught, several of their sheep were killed for their subsistence while in our hands.

It is estimated that during the summer no less than 500,000 sheep have been feeding in the Kern and Kings River valleys. This is a greater number than ever before, and the establishment of the parks restricts them to a smaller area. The land they use for pasturage is almost altogether land that belongs to the Government, for which the sheep owners pay neither rent nor taxes, but which they appropriate to their exclusive use during the summer. The sheep have been crowded so closely that pleasure parties visiting the mountains have been put to great inconvenience because they could get no grass for their horses and pack animals, and for this reason many people that would like to visit Mount Whitney, or spend a few days fishing in Kern River or its tributaries, have been kept from doing so. The theory that these immense swarms of sheep sweeping over the country and devouring everything in the shape of vegetation as they go are perfectly harmless is indefensible. North of the Sequoia Park, about the headwaters of the north fork of the Kaweah, the mountains look bare and rocky. One finds there a thin growth of trees, little or no grass, some low brush, and a few weeds. These mountains have been crossed

and recrossed by sheep for years. Old settlers say that twenty years ago they were covered with grass, and that trees were then ten times as plentiful, but that the grass has been "sheeped" off and the trees burned off by sheep herders who tried to destroy the underbrush with fire, as grass would grow in its place to replace that which the sheep had already killed. For many years sheep were kept every summer in the Hockett Meadows. The growth of grass, which should be strongest in the moist places, has in many instances been almost replaced by a growth of weeds. On making inquiries I find that sheep were herded most where the weeds are thickest. It is now two years since sheep were herded there, and the weeds still thrive. On the rich-looking black soil under the trees on the hillsides, where one would expect to find vegetation, there is little or no grass, and often not even brush or weeds. In contrast to this is the country included in the Mineral King mining district, around which sheep have grazed on all sides, but which they have never been permitted to enter. To-day it is the only place near the Sequoia Park, free to the public and high enough for grass to keep green all summer, where plentiful pasturage can be found on the mountain slopes.

During the winter the sheep are herded in the valleys on land either leased or owned by their owners. As fast as the snow disappears in the mountains in the early summer months thousands of sheep appear. At first they eat the tender shoots and buds on the bushes, and afterwards the grass in the meadows. By the middle of August the snow has almost completely disappeared from the high elevations above timber line, such as Mount Silliman, and scattered bunches of grass grow from the crevices between the rocks. At the same time the meadow pasturage is about exhausted and the sheep are driven to the high altitudes to feed on the grass growing there. Although this grass grows so sparsely that at a short distance the rocks look perfectly bare, it is so nutritious that it keeps the sheep in good flesh. The snows and cold weather compel them to leave it by the end of September at the latest, when they are again taken to the valleys for the winter. The herders are almost invariably French, Portuguese, or Mexicans. Very few are American citizens, and many of them can not even speak English. Many of the sheep owners are also foreigners, usually of French nationality.

The cattlemen, who have been accustomed to let their cattle run at large in the territory now included in the parks, claim that cattle are not destructive to vegetation like sheep, and that the exclusion of their cattle is unreasonable. It is true that the small number of cattle they now own would probably do the parks no material damage, but an overstocked range is sure to suffer. If the parks are thrown open as a free cattle range, while sheep are excluded, cattle raising will receive a stimulus that will soon lead to overstocking the range. The result will be as in the case of the sheep and the public land on which they are pastured. For years that land has been a vast free range for them and nothing else. The sheep industry has thus been encouraged, and now that range is overstocked. Unless the number of sheep is greatly reduced the land will soon be ruined for sheep pasturage or anything else. The scarcity of feed following the overstocking of the range is one reason for the persistence of the sheep men in their efforts to feed their herds in the parks.

In my opinion all the land in the Sequoia Park owned by individuals should be purchased by the Government. There is not a great amount of such land, and no one person owns enough to make him wish to keep

it or improve it now that the park is established. The amount that can be used for agricultural purposes is very small and is so situated that it will probably never improve in value. The resident proprietor of one of these tracts is remote from neighbors and good roads; he is surrounded on all sides by the park and can not enlarge his possessions and can not get sufficient pasturage for his domestic stock if they increase in number. Some of the cattlemen—as Mr. Tharpe, and Mr. Dean—own several tracts of land apiece. These tracts are from 40 to 160 acres in area and were purchased as “State swamp” or “School lands.” They generally contain a few acres of meadow land, that is more or less boggy after the snow melts in the spring, and remains so in spots during the summer. The men who own these lands complain that they are unjustly deprived of the use of them for their cattle and receive no money or other lands as a recompense. The reason for their exclusion is that if the cattle are placed there they will range over miles of park territory instead of remaining on these few acres of private land. The meadows are not fenced in, with the exception of the Wolverton Meadow, and do not furnish grass enough to support the cattle if they were fenced. The owners say that the land is not worth fencing, and as they expect that the Government will purchase the land eventually, they do not care to take the trouble or time to put up fences. The Giant Forest has a quantity of meadow land, claimed by individuals, one of them being Mr. Tharpe, who has been in the habit of using it all. The camp of the detachment in the Giant Forest is on land that he claims, and as it is not fenced, we are keeping his cattle so far from it that it is of no use to him, while our own horses and mules are feeding on it. So far as cattle men who own such lands are concerned, the condition of affairs promotes the growth of grievances.

Since my report of last year Mr. Bonify, who lived on the Middle Fork near the western boundary of the Sequoia Park, has moved away. He apparently abandoned the place. Mr. Hiten, who claims land in section 8, I think, of township 17 south, of range 31 east, is now living on it. These are the only changes during the year among the few people residing in the park.

I invite attention again to the fact that the most convenient trails for traveling to the General Grant Park, and all points in the northern half of the Sequoia Park are reached by going to the mouth of the North Fork of the Kaweah and following up that stream. This route is used even when starting from the camp at Mineral King, which is more than 7,000 feet above the mouth of the North Fork and 30 miles from it. A supply camp must be established somewhere in the foothills, conveniently near the mouth of the North Fork, to supply the camps of detachments guarding the territory mentioned. Even if the military authorities would furnish the large number of pack mules required to carry supplies from Mineral King, there would have to be some place near the North Fork where they could camp overnight and have hay. The length of the marches makes this imperative, and there are no other places where they could find wood and water without making the marches too long. All the land on the main Kaweah or North Fork near the mouth of the latter stream is private land, and nearly all of it fenced. The camp at Red Hill is on the main river 4 miles above the North Fork, and this spring it was the only camping place I could find. It was doubtful for awhile whether I could even get that. The owner wished to lease it, and had offers for it from sheep-owners, but he refused to lease it for sheep pasturage. As there is but one road to the Sequoia Park, our line of supplies from the railroad is, of course, re-

stricted to it, and consequently the locality of the camp. Again, when the troop arrives in the spring the road is not yet passable in the mountains, and a place for the men in the foothills must be found. In the fall the main supply camp must be located there, and at that time the best way to reach the southern part of the Sequoia Park is by going to Three Rivers and following up the South Fork. The mouth of this stream is 2 miles below the North Fork. The camp should therefore be conveniently near both the North and South forks. Before coming here last spring I expected to find that the road would not be repaired through the park, and that the main supply camp would have to be established near Three Rivers. I anticipated no difficulty in getting permission to camp in that locality, and advertisements for contracts to furnish supplies were prepared and distributed under that impression. On my arrival in the foothills I found the road being repaired, as I have mentioned, and also found that it was impossible to get permission to camp near Three Rivers, or anywhere else in the foothills except at Red Hill. As I have explained, permission to camp even there was for awhile doubtful. Of course land could have been rented, and if the activity of the troops is not to be considerably restricted, arrangements should be made for securing a good camping place before any are sent here next year.

I believe in the construction of good roads and safe trails, with easy grades, through the Sequoia Park, in order to make it easily accessible to travelers; besides, the work of the park guards could then be performed more easily and effectively. But this summer I have been glad that it was in such a condition that a crowd of tourists could not come. They would have flocked to the Giant Forest, and guards would have had to be omnipresent to prevent fires and defacement of the big trees. I feel considerable responsibility as the guardian of this forest, for I believe there is no doubt that it is by far the most extensive grove of unusually fine large trees in existence. To be sure, there has been a camp there, but only because the number of pack mules I have could not keep a camp supplied that would be farther from Red Hill. The detachment belonging to that camp has nearly always been absent, sometimes for more than a week at a time, leaving only one man there to watch the stores. That is the case now, when some of the men are around Mount Silliman watching 1,500 sheep in a corral and lying in wait for herders to gather others that are scattered, while other men of the detachment are probably watching the park line farther west.

The summer has been unusually dry, with no rain or snow since the middle of June, except a slight rain in the Hockett Meadows on August 31. Owing to the light snowfall last winter, followed by this dry summer, the streams are lower than they have been known to be at this season for many years.

There has been no fire in the Giant Forest for seven or eight years. The ground is covered with much fallen timber, perfectly dead, dry, and ready to ignite from a spark, while the top covering of the soil is an inflammable mixture, 4 to 6 inches thick, of pine needles, pine cones, and fine pieces of broken twigs. Should a fire once get a good start the destruction of the forest is certain. The camps at other places are too remote to get the news and reënforce the detachment in the forest until after the lapse of three or four days. As the tourists are not visiting it, the prospect of a fire originating in it is remote; but the most serious danger is from fires that may start outside the park, and after getting beyond human control extend into it. The clearing out of the fallen timber in the Giant Forest is important

for its preservation. Most of the pine and fir trees are dead when they fall and soon rot on the ground, but the wood of the fallen big trees decays very slowly and much of it could be used for lumber. The clearing up could hardly take place until a road is made to the forest over which the débris could be hauled out. A considerable amount could be realized by the sale of the fallen big trees; some say more than the cost of making the road.

A fire was discovered on the Atwell estate about July 10, and although it spread over considerable ground it was kept restricted almost wholly to the private land. It probably originated in the carelessness of some traveler on the Mineral King road. The Atwell estate lies inside the park, but we have no control over what is done on private land. This fire and the one at General Grant Park about the same time are the only ones of any moment that have occurred, and we could control the origin of neither.

I forward herewith a report of First Lieut. Harry C. Benson, Fourth Cavalry, who was first lieutenant of my troop, but has lately been appointed regimental quartermaster, and at present is attached to it. Though the report is of almost a purely military character, it shows how the men are employed in their duty of guarding the park. It will be seen that from June 19 to July 29 Lieut. Benson did not rest for a single day, and he rested then but one day and only because his pack mules and horses were without shoes and footsore, and he could not move. Every day he was traveling either on foot or mounted, usually for five or six hours with the horses, which half the time had to be led up and down mountain slopes and across cañons. Then, after a hasty meal, he left the horses in camp and with a few men reconnoitered all the country in the vicinity for several miles, climbing the highest peaks and ridges to get good views and make observations. The energy, personal activity, and endurance necessary for such work, and the fatigue consequent upon it when conducted for ten or twelve hours a day in rough mountains at altitudes varying from 7,000 to 12,000 feet above sea level, most of it being above 9,000 feet, can only be appreciated by those who have had similar experience. In forty-one days, under such conditions, Lieut. Benson traveled more than 800 miles.

Second Lieut. J. E. Nolan, Fourth Cavalry, the other officer with my troop, has been similarly employed, but has not had an opportunity to prepare a report. Until September 9 I had not even seen him for nearly two months. Both these officers are necessarily separated from me, and the credit for keeping the Sequoia Park reasonably free from either cattle or sheep is almost wholly due to their zeal and good judgment and the incessant activity of themselves and their men. Their detachments have sometimes been for days, even weeks, on reduced rations and without forage for the horses, and in many respects have experienced the privations and fatigue of an exhausting campaign.

Corpl. Gabryel Sovuleoski, Troop K, Fourth Cavalry, had charge of the guard in General Grant Park until a few days ago, and showed great tact in his relations with the numerous visitors, while he performed the duties required of him with firmness and thoroughness.

I hoped to prepare a better map of the park than has yet been made to forward with this report, but have not had the time. I shall try to send one later.

I forgot to mention that game in the Sequoia Park seems to be increasing, principally because it finds feed there and freedom from molestation by herders or tourists. There is reason to believe that game has been killed on some of the tracts of private land, and possibly

means have been used to entice game to them. I also wish to recommend that the Marble Fork and its tributaries, Panther Creek, Clover Creek, and Horse Creek, be stocked with trout. These streams seem to be perfectly suitable for them, and are without fish of any kind, as they can not ascend the falls a few miles above the mouth of the Marble Fork. I would have requested the California fish commissioners to furnish a supply of trout, but have not had the time nor means to distribute them if they were furnished.

Very respectfully, your obedient servant,

J. H. DORST,

Captain, Fourth Cavalry,

Acting Superintendent Sequoia and General Grant National Parks.

The SECRETARY OF THE INTERIOR,

Washington, D. C.

CAMP AT HOCKET MEADOWS,
Sequoia National Park, August 19, 1892.

SIR: I have the honor to submit the following report of the work done by the various detachments under my command between June 19 and August 1, 1892.

I left the camp at Red Hill with a detachment of six men, a sergeant, and a packer.

We marched to Ha Ha Falls on the Colony road and went into camp (13 miles). The next day, June 20, I attempted to go to Eshom Valley, via Cow Creek. The trail has not been used for years and is badly overgrown with thick brushwood. The trail is very steep in places. The day was very hot, and though we traveled for five hours, we made but 12 miles, and the trail then became practically impassable, and as the animals were about done for I unpacked and remained for three hours. I then started to return, but the heat was so intense and the trail so steep that we did not reach a place where camp could be made till 7 p. m., and then part of the rations and grain had to be left behind at the foot of a steep hill, as the mules were unable to pack it. Distance traveled, 16 miles.

At 3 a. m. the next day I sent two men for the rations left behind and two to the camp at Ha Ha Falls, where I had left some grain. At 6 a. m. I left with the remainder of the detachment and went via Colony Sawmill to Halstead's Meadows, resting at the sawmill for two hours, awaiting the arrival of the packers sent out as stated. Distance traveled, 16 miles. I went on foot to the top of Little Baldy to take bearings. The next morning I left the pack train in camp, expecting to return there for the night, and taking the remainder of the detachment, I went to the North Fork. There I found a sheep trail some ten days old. I followed the trail, passing four or five old camps, till I reached a large stream, unknown to me then, across which the sheepmen had built a bridge, over which the sheep had been driven but two or three days before. As it was now growing late and I had not the pack train with me, I decided it would be best to return and get the train. From the position of the trail at the point I left it, it seemed that if the herders had gone north they must pass out of the park about Mount Silliman; if they had turned south of Mount Silliman, it would be easier to reach them by the Giant Forest. After the men had gotten dinner, I moved the whole detachment to Giant Forest. Distance traveled, 30 miles.

The next morning, all our grain and provisions being eaten up, except enough for two meals, I sent the pack train to the Colony Mill, and, taking some men, went due north to cut the trail of the sheep-herders had they gone to the south of Mount Silliman. I found a large band of 2,700 sheep, in charge of three herders.

The sheep belonged to a Pete Loustaud, of Visalia, the Mexican in charge being Carlos Delgado. As I had a small detachment with me (we were on foot, having left our horses some 3 miles back), I could do nothing with the sheep and had no provisions, so could not leave any men to drive them out and was obliged to leave them. I took the three men and returned to Colony Sawmill, reaching there about 6 p. m. Distance traveled, 18 miles.

The next day I went to Red Hill—22 miles. The next day, June 25, I reached Capt. Dorst's camp at Davenport's Ranch. Two of the herders, who were obliged to walk all the way, having no riding animals, had stated that they could walk no farther, so were left at Red Hill, while Carlos Delgado was taken to Capt. Dorst. Distance, 19 miles.

On the next day, I started with a new detail of ten men and a packer (Corpl. Donner being the noncommissioned officer) and went to Red Hill (19 miles). The next day, June 27, we marched to Colony Sawmill, taking the three herders with us. Distance, 22 miles.

On June 28 I marched via Giant Forest to Long Meadows and went into camp. After getting dinner, I took Corpl. Donner and one man, and, going on foot, conducted the three herders to the place where their sheep had been left. Then we found that someone (presumably Mr. Loustaud) had come in and was gathering the sheep. I left Corpl. Donner at the camp—all the provisions, clothes, equipments, etc., of the party being there—to await the return of Mr. Loustaud. I went with the private to the tops of three of the seven peaks of Mount Silliman, returning to Long Meadows about 8 p. m. Distance traveled by main detachment, 11 miles; by myself and private Kelty, on foot, in addition, 10 miles.

On June 29 I took two privates and went to Horse Meadows, where Corpl. Donner had remained all night. I found Mr. Loustaud, who had found all his sheep, not one being lost. I told him we would start at noon to drive out the route he came in on. He desired to go out due north, thereby saving time and trouble, but on my declining he offered me \$20 to grant his request. I sent one of the two privates back for the detachment, directing one man, Kelty, to stay in camp till 4 p. m. to await the arrival of a courier, if any should come, then to come on to Horse Meadows, where I expected to leave two men to control the herders' private property, as they pretended not to be able to take it out. Later, however, they decided to take most of it, so I left a note for Kelty to follow the trail and went on.

We succeeded in getting the sheep as far as Clover Creek, the command and Mr. Loustaud going to the North Fork. Kelty was overtaken by darkness and had to remain with the herders who were with the sheep, none of them having any food or blankets. Distance, 12 miles.

On June 30 I sent the main part of the detachment with pack train to Pond Meadow, and taking three men went back to Horse Meadows and returned by head of North Fork to camp of previous night. Found that Mr. Loustaud had his sheep up. Went on to Pond Meadow and sent Corpl. Donner with detail to conduct the sheep out of the limits. (18 miles.)

On July 1 I sent the pack train to Halstead's Meadows and, taking detachment, crossed the North Fork and followed sheep trail. Finding it turned to east, kept on it till I overtook the herders and warned them about approaching the park. I sent the detachment to Halstead's Meadows and went on foot to the top of a high mountain at head of North Fork. There I met Mr. Loustaud, who was on foot, making a short cut over the divide. I had found the day before township stake, T. 14 S., R. 29 E., T. 14 S., R. 30 E., T. 15 S., R. 29 E., T. 15 S., R. 30 E., and had pointed it out to Mr. Loustaud.

While on the top of this mountain I pointed out clearly to Mr. Loustaud the limits of the park. I then returned to Halstead's Meadows. Distance, 12 miles.

The next day, July 2, I took the detachment to Clover Meadows, going along the ridge between Cahoon Meadows and the Marble Fork, and found that there was no difficulty in getting through. On reaching Clover Meadows I found fresh signs of sheep, and believing that Mr. Loustaud had driven his sheep in there for the night (previous), I hastened to Horse Meadows to intercept him, as he was to visit that camp to get some salt left behind. Finding that he was there, I left Corpl. Donner to make the arrest, and, taking a detachment on foot, crossed the mountains to intercept the herd, if possible. It was impossible to locate them exactly, however, and I was obliged by darkness to return. I found that Mr. Loustaud has been arrested, but he stated that the sheep in question were not his, but belonged to a Mr. Janes, of Tulare; that his own sheep had not come into the park again and were now on Kings River. I released him and he left. Distance traveled, 24 miles.

On July 3 I took the detachment, leaving the pack train in camp at Wet Meadows, up Clover Creek, and in Clover Meadows found the sheep belonging to Mr. Janes. But one herder was in charge, a Mr. Fine. I took him to Wet Meadows and sent him in under guard to Capt. Dorst, Corpl. Donner in charge. I kept two men to drive out the sheep and then to remain in camp and arrest the other herders when they should return. Distance, 18 miles.

On July 4 I sent pack train to Long Meadows and, taking detachment, scouted about head of North Fork via Clover Meadows to Cahoon Meadows, returning to Long Meadows about 2 p. m. Distance, 20 miles. I went to the top of the divide between Marble Fork and Middle Fork and took bearings.

On July 5, leaving the camp at Long Meadows, I took a detail through the Giant Forest to Moro Rock and sent Navin, with a dispatch to Capt. Dorst, down the Moro Rock trail to Red Hill. I then returned to Long Meadows by another trail. Distance, 15 miles.

On July 6, having learned from the packers who came in on July 5 that Mr. Tharpe had driven his cattle through the camp at Red Hill on the 4th, I took a de-

achment to Moro Rock, expecting to meet Mr. Tharpe's cattle on their way up. I waited at the head of the trail for two hours and, no movement to advance being made, though the cattle were plainly visible in the valley below, I then returned to Long Meadows. I sent Hassett to Clover Creek to bring in the detail I had left there to catch Mr. Janes's herders, and leaving Foerster to take the detachment to Hackberry Meadow I went alone to Moro Rock. At 5 p. m. the pack train approached Moro Rock, having gotten off the trail; so I had to go with it to the meadow. Fearing that the detail from Clover Meadows would follow the pack-train trail, I went out to meet it and conducted it to camp. Distance, 15 miles. On July 7 I took the detachment to Moro Rock and remained there all day waiting for Mr. Tharpe to move his cattle. He began to drive about 4 p. m. The detachment returned for dinner and then went back to Moro Rock (12 miles).

On July 8 the detachment went to Moro Rock, and there I found the horses already over the divide. I stopped them and waited till all were up, and then assisted Mr. Tharpe in driving them to Wolverton's Meadow, where they were put inside the inclosed field. Distance, 8 miles.

On July 9 I took a detachment of 6 men and assisted Mr. Tharpe to drive his horses and cattle to the range on the Middle Fork, which he claimed to be outside the park. I am inclined to believe that it is well within those limits, but they do not range over more than one or two sections on the eastern edge. Distance traveled, 12 miles.

On July 10 I accompanied Capt. Dorst, who had arrived at my camp on the 8th instant, with my detail to Wet Meadows, where both detachments went into camp. Capt. Dorst and I, with three men and Sergt. Dougherty, went on to Clover Creek to Mr. Janes's old camp and found that Mr. Janes had returned and left. Sending our horses back by the detail, Capt. Dorst and I went up Mount Silliman to the divide, passing the large lake. We returned by a different route, reaching camp about 3 p. m. Distance, 14 miles.

On July 11 I accompanied Capt. Dorst round the head of the North Fork, where we separated, he going on with 4 men toward Grant Park. I turned to southwest and went down the north bank of North Fork, and, crossing it about 3 miles from Big Baldy, went into camp on south side. While I was out of camp for half an hour Sergt. Dougherty left without permission, so that when I wanted him after dinner to go out on foot he could not be found. I took 4 men on foot and, crossing the North Fork, again prospected the meadows on Stony Creek and some meadows to the west of the ridge. Returned to camp about 5:30 p. m. and found that Sergt. Dougherty had not returned. He did not return that night. Distance, 18 miles.

On July 12 I left camp at 6:15 a. m. and, crossing the ridge to the southeast, went into camp at Halstead's Meadows, $3\frac{1}{2}$ miles from camp of previous night. I took 4 men on foot and, going to the top of this same ridge, crossed over to Cow Creek headwaters. On our returning we went on top of Little Baldy and, as we were about to descend, saw a heavy smoke arising from the North Fork, about $1\frac{1}{2}$ miles below the camp of the previous day. I returned to camp and taking a fresh detail went to the fire and found that it had been started by Sergt. Dougherty. After two hours' work we had the fire encircled by a dirt ring, made by scraping the pine needles, boughs, etc., away from the fire. We then returned toward camp, and on passing near our camp of the previous day I went in there to get one of my dogs, that being very sore-footed had not left camp in the morning. There I found Sergt. Dougherty sitting beside a fire he had made. I had taken some provisions and coffee with the detail, expecting to find him at the fire; this was given him and he was conducted into camp.

On July 13 I sent Corpl. Donner and 3 men to visit the scene of the fire of the day before, to ascertain that it was entirely extinguished, and taking the remainder of the detachment I went, via Cahoon Meadows, Clover Creek, Wet Meadows, etc., to Round Meadow, in Giant Forest. Corpl. Donner returned via Colony Sawmill trail. Distance made by my detail, 18 miles; by Corpl. Donner's, 20.

On July 14 I took the 10 men who had gone out on the 26th ultimo, Sergt. Dougherty, and 2 other men to Red Hill, via the Moro Rock trail, leaving 8 men at Round Meadows. Distance, 18 miles.

On July 15 I went to Mineral King. Distance, 26 miles.

On July 17 I returned with the detail to Red Hill; 26 miles.

On July 18, took detail, 4 men, and marched to Colony Sawmill; 22 miles.

On July 19, marched to Giant Forest; 8 miles. I had the camp prepared for a permanent one, sinks dug, tents put up, etc. The detail left at this place on the 14th had made trips, daily, from 10 to 15 miles, going over the Giant Forest and as far north as Clover Creek.

On July 20, leaving a detail in camp, I took the detachment across country to a creek starting at Little Baldy and running north. After dinner I took 3 men on foot and cut the country north of North Fork. Distance, 18 miles.

On July 21 I marched to Grant Park via Baldy. Distance, 16 miles.

On July 22, returned via Eshom Valley to Sheep Creek; 20 miles.

On July 23, marched to Giant Forest; 26 miles.

On July 25, took the detachment to Horse Meadows, leaving a detail at Round Meadows. I told the men to take lunch with them, and on reaching Horse Meadows the pack train and horses were left behind and I took the detachment on foot up among the rocks at the head of the Marble Fork. Just above the falls, about three-quarters of a mile from where I had found Mr. Loustaud's herd on June 23, I found fresh signs of sheep. Sending Corp. Burke with two men in one direction, I went up the river, telling Corp. Burke to join me above a certain rock. He failed to join me, so that I was obliged to go on with but two men. I found Carlos Delgado with a band of bucks about 3 miles up the river. He said the main herd was 4 miles farther on. Taking him with me, I went to the top of the divide between the Marble Fork and the Middle Fork. From there I sent him back under charge of one man, directing this man to make him pack his animals and take him back to camp. I went on to the main herd. They were very close to the edge of the Park, if not outside of it, having, however, left the limits two days before. They agreed to drive all their sheep to the plains if I would allow them to do so. I agreed, and sending Engleter to the camp, as we had no blankets, I remained there myself to see that they did as agreed. Distance, 14 miles.

On July 26, I went with the sheep herders, driving the sheep out over the divide into Boulder Creek Cañon. I then returned to camp, passing over Mount Silliaman. On reaching camp I found that Engleter had not yet returned, and that the Mexican, Carlos Delgado, had delayed moving so long the evening previous that he and his guard had not reached camp, so that they were obliged to camp out alone, and that during the night the Mexican escaped, leaving all his property—two horses, a saddle, bridle, etc., a pack saddle and some flour, sugar, and coffee.

On July 23, on going to Giant Forest, I had driven four head of horses from the vicinity of the Colony Mill to Giant Forest, and the next day had sent them out to the north. They had come back on the 26th to Horse Meadows, and were driven out by detachment over Mount Silliaman. Distance, 12 miles.

On July 27, I took the detachment on foot over Mount Silliaman and to east, but found no sign of sheep. I sent the horses left by the Mexican to Giant Forest, to be taken down the Colony road and turned loose outside the Park. Distance traveled, 12 miles.

On July 28, I sent the pack train to Round Meadow, and took the detachment through that meadow to the head of Clover Creek, then to head of North Fork, then along ridge by Cahoon Meadows down the ridge west of the Marble Fork, reaching the Marble Fork at its junction with Clover Creek. Crossing Clover Creek, I went up the north bank of the Marble Fork, crossing Horse Creek, and struck trail from Long Meadows to Horse Meadows and went via that trail to Round Meadows. Distance, 22 miles.

On July 29 I was unable to take out any pack animals, and but 2 horses, as they were all barefooted and foot-sore. I went about the Giant Forest during the morning and found that no cattle were straying about it. In the afternoon the blacksmith came in.

On July 30 the blacksmith shod enough animals to allow my starting for Red Hill, en route to San Francisco, under orders to report as a witness before a court-martial.

I will make a map of the country passed over and submit it later, as I have no opportunity to do so now.

Very respectfully, your obedient servant,

HARRY C. BENSON,

First Lieutenant, Regimental Quartermaster, Fourth Cavalry.

Capt. J. H. DORST, *Fourth Cavalry,*

Acting Superintendent Sequoia National Park.

REPORT

OF THE

MARITIME CANAL COMPANY OF NICARAGUA.

SIR: Pursuant to section 6 of the act entitled "An act to incorporate The Maritime Canal Company of Nicaragua," approved February 20, 1889, which provides that said company shall make a report on the first Monday of December in each year to the Secretary of the Interior, and in accordance with the instructions received from you prescribing the form of such report, and the particulars to be given thereby, the said Maritime Canal Company of Nicaragua hereby reports as follows:

First. That the regular annual meeting of the company was held at No. 44 Wall street, in the city of New York, on the 3d day of May, 1892, pursuant to the provisions of the by-laws, and that at such meeting Messrs. Charles P. Daly, Daniel Ammen, Horace L. Hotchkiss, Henry E. Howland, and James B. Eustis were duly elected directors of said company to fill the places made vacant by the class whose term of office expired on the said 3d day of May, 1892, and to serve for the period of three years as provided for in the said act of incorporation.

Second. That the board of directors of said company, as now constituted, is composed of the following stockholders:

Class of 1893.—Joseph Bryan, James Roosevelt, Hiram Hitchcock, Thomas B. Atkins, and Horatio Guzmán (Nicaraguan director).

Class of 1894.—Alfred B. Darling, Franklin Fairbanks, C. Ridgley Goodwin, and Alexander T. Mason.

Class of 1895.—Charles P. Daly, Daniel Ammen, Horace L. Hotchkiss, Henry E. Howland, and James B. Eustis.

A majority of the above-named directors are citizens and residents of the United States. The vacancy existing in the class of 1894 has not yet been filled.

Third. That at the first meeting of the board of directors held after the said annual election, the following officers were duly elected to serve for the ensuing year, to wit: President, Hiram Hitchcock; vice-president, Charles P. Daly; secretary and treasurer, Thomas B. Atkins. All of the officers so elected are citizens and residents of the United States. That at said meeting the following directors were elected members of the executive committee, as provided for in the by-laws of said company, to wit: James Roosevelt, chairman; Hiram Hitchcock, Horace L. Hotchkiss, C. Ridgley Goodwin, and Alexander T. Mason.

Fourth. That the interests of this company are at present represented in the Republic of Nicaragua by Mr. Gonzalez Espinosa, as resident agent at Managua; while Mr. Louis Chable represents the corporation in a similar capacity at San Jose, in the Republic of Costa Rica.

Fifth. That on the 11th day of December, 1889, in accordance with the provisions of section 1 of the said act of incorporation, a certificate of the appointment of Messrs. Daly, Hoyt & Mason, counselors at law, of No. 44 Wall street, in the city of New York, as the attorneys of the Maritime Canal Company of Nicaragua, was duly made by the president of the company and filed in the office of the Secretary of State of the United States, and said firm are still the legal representatives of said corporation.

Sixth. That since the organization of the Maritime Canal Company of Nicaragua 10,145 shares of the capital stock of said company have been subscribed for at par, amounting in the aggregate to the sum of \$1,014,500, of which amount \$1,001,450 have been paid into the treasury in cash; that there has been paid into the treasury from other sources \$39,299.70, making the total amount of cash received \$1,040,749.70; that the other assets of the company consist of its capital stock, of the concessions, rights, privileges, and franchises which it now owns, and of the plant, equipments, materials, lands, buildings, structures, railways, steamboats, telephone and telegraph lines, dredges, locomotives, cars, machinery, stores, machine shops, supplies, and other property in Central America, including the lands situated between the lake and the Pacific, which we purchased from the Government of Nicaragua for the route of the canal, at a cost of \$50,000, in accordance with the provisions of the Nicaragua concession.

Seventh. That since the organization of the company it has paid for property, work, and labor done, and materials furnished in the execution of the work of constructing the canal and in administration expenses, the sum of \$815,649.63 in cash and 31,990 shares of the full-paid capital stock of the company of the par value of \$3,199,000, and is obligated for \$6,855,000 of its first-mortgage bonds. It has also issued 180,000 shares of its capital stock of the par value of \$18,000,000 in payment for concessionary rights, privileges, franchises, and other property.

Eighth. That the liabilities of the company consist of the amounts still due under the concessions granted to the company; of the \$6,855,000 of bonds before mentioned, the said bonds being due to the Nicaragua Canal Construction Company for work and labor done and materials furnished in the execution of the work of constructing the Interoceanic Canal, and of cash liabilities outstanding and unpaid to an amount not exceeding \$50,000.

Ninth. That while the work of actual construction was not formally inaugurated until the 8th day of October, 1889, preliminary work on the canal was commenced on the 3d day of June of that year, since which time operations have been prosecuted with diligence and energy. The following statement covers the period that has elapsed since the last-mentioned date and shows what has been accomplished by the company in Nicaragua since the inception of the canal work up to the time of this report.

The axial and detailed surveys of the proposed interoceanic canal, its harbors, locks, and other accessory works, were completed early in the spring of 1889 and the final location of the route from ocean to ocean practically determined. Several months elapsed after the completion of this work before the voluminous plans and drawings prepared by the company were approved by the Government of Nicaragua and the formal commencement of construction authorized, during which time a corps of engineers was kept constantly employed and much valuable preparatory work was done, such as the commencement of the

erection of permanent quarters, wharves, storehouses, clearing the ground, and accumulating supplies, tools, machinery, etc.

The necessity of securing a safe entrance from the Atlantic to the old port (which, until 1860, was easily accessible to vessels of upward of 20-foot draft) was realized as indispensable to economical and rapid progress, and therefore the first work of actual construction was in execution of the engineers' plans for restoring the harbor. One of the means to accomplish this end was the erection of a breakwater to protect the entrance. This massive work, which will ultimately absorb much of the rock excavated from the divide cut, has been pushed out about 1,000 feet, and has been filled in with brush mattresses, rock, and hydraulic cement concrete. Quarters for accommodation of the workmen and storage for supplies were erected near this work, and a railroad track has been laid upon the breakwater and extended landward to facilitate the handling of building material and other supplies. In the framework of this breakwater creosoted piling only was used, as the marine worm soon destroys unprotected wood. The filling placed within and beneath the heavy creosoted timber framework forms a solid mass of what would otherwise be insufficiently protected from injury by the elements and by the teredo. The bar in front of the old San Juan Harbor has, since 1860, been one of the most difficult on the coast.

The breakwater was constructed from the beach to and across this bar, and although it encountered the full force of the waves it was carried forward through the heavy surf without interruption on account of the weather and without accident of any kind. As it advanced it afforded a partial shelter to the beach to leeward and also served as a barrier to the moving sand, which, impelled by the currents and prevailing winds and driven constantly to the westward, built up and maintained the sand spit that thirty years ago closed the old port of San Juan. This artificial interruption to the operation of the winds and current permitted countervailing forces of nature to come into play, so that by the time the pier had been pushed out 600 feet the sand beach under its lee was swept away and a channel formed communicating from the open ocean to the old harbor and restoring it to the extent of permitting the entrance of light-draft seagoing vessels at a point where, six months before, there was a sand bank 3 or 4 feet above the sea level. The attainment of this result was without the assistance of any dredge or any artificial aid other than that afforded by the breakwater.

It is evident from this experience that the plan of the engineers for the restoration of the port of San Juan is not only theoretically sound, but practicable. The building of the pier has steadily progressed as materials were available, and its total length, as already stated, is now over 1,000 feet. The depth of the channel under the lee of the pier reached 10 feet when the structure had been extended 800 feet. In the winter of 1890-'91 a dredge increased this depth to about 15 feet, which has since been maintained, except in restricted areas, which are easily deepened by dredging. The first deep-sea vessel to enter the restored harbor was the steamer *Sverdrup*, with a cargo of machinery, etc., on the 7th of January, 1891, and since then many other vessels have frequented the port.

The construction of permanent buildings was begun in the summer of 1889 and has been in progress ever since. The completed structures are all of wood (pine from the United States) and are roofed with corrugated galvanized iron. The offices, quarters, and hospitals are neat

and comfortable, being ceiled and painted and provided with wide verandas outside. The permanent buildings thus far erected are in the immediate vicinity of San Juan, where the general headquarters are located and where the most important operations have been concentrated. They consist of five groups, covering an area of about $1\frac{3}{4}$ acres, and have a floor space as stated below:

	Square feet.
Headquarters.....	13, 986
Hospital.....	14, 174
La Fé depot.....	21, 864
Railroad headquarters.....	18, 778
Camp Cheney.....	7, 100
Total.....	75, 902

Besides the above, numerous and extensive wharves equipped for unloading freight, sheds, small outhouses, water tanks, etc., have been constructed. The machine and smith's shops are equipped with a varied and extensive assortment of modern tools. A tramway connects the more important of these establishments.

Work in clearing the canal line of forest growth was begun near Greytown in January, 1890, and for a distance of about 10 miles back from the coast a clearing has been made of 486 feet in width. Similar work was commenced on the west side of Lake Nicaragua in the month of November, 1890, and for 9 miles the ground there is ready for construction work.

A telegraph line to the interior, connecting with the telegraph systems of the country and the ocean cables, was one of the first works commenced, and it was soon pushed through to Castillo, covering with its loops a distance of 60 miles. For the first 10 miles the line ran across a very difficult swamp, where the work was most arduous; the poles of native timber were difficult of procurement, and, together with all other supplies, had to be carried to where they were needed by men wading in water from 2 to 4 feet in depth. In some places the water was so deep that the poles could not be set in the earth at all, and, in such cases, they were secured to tree stumps, and otherwise supported by wire guys. Through the hill country the line was not only an expensive one to build, but it is difficult to maintain, and, to protect the wires and poles from damage by falling timber, it was necessary to make a clearing of the forest along the line to a width of about 100 feet. In addition to this telegraph service, all the offices and the more important camps and stations are now also in telephonic communication.

As the heaviest single body of work to be accomplished on the whole line is concentrated within a distance of 3 miles at the rock-cutting "The Eastern Divide," and as the time required to complete the canal will necessarily be measured by the time spent in opening this deep cut, it was considered important to install a plant for the work at the earliest date possible. The difficulties of transporting to the Divide the quantity of machinery, etc., needed for the heavy rock-cutting to be done at that point made requisite the immediate construction of a railroad. This work was commenced in the summer of 1890 and has been pushed forward with marked success. The line traverses what had always been considered an impassable swamp, and for the first 10 miles there are but 4 miles of hard ground. Soon after beginning the road bed heavy rains set in and the swamp was flooded to a depth of from 1 to 4 feet. All the earth used for filling had to be brought from a distance by construction trains, which necessitated laying the track first and making the required embankment afterward.

To accomplish this, a heavy corduroy of logs was laid for many miles. These logs, which were procured from the neighboring forest, were rolled, floated, or dragged by man power alone to the line of the proposed track and there laid transversely as compactly as possible. Upon them were placed longitudinal stringers, consisting of native tree trunks, on which the railroad ties were laid, and upon these the steel rails were then spiked down. Trains loaded with sand were run out over the structure and the sand dumped and packed into the interstices and under the ties, which were raised gradually by the workmen until the desired grade was secured. There were 6 miles in all of this construction through swamps, the men working most of the time in water reaching above the knees and often to the waist or armpits. The material used for grading and ballasting the first 8 miles of the roadbed was taken from the canal prism, near the harbor, and distributed along the line by construction trains, the cars being loaded by means of a steam shovel or navvy, capable of delivering 1,300 cubic yards per day.

There are several places along the railway where streams and other water courses are crossed. These are spanned by pile bridges, and a powerful steam pile-driver has been used in their construction. The portion of road already completed is the most difficult of the whole line, and but 7 miles now remain to be built to reach the Eastern Divide. There are several miles of side track, switches, etc., already in place, and the road is equipped for construction work with four locomotives, fifty cars, steam shovel, ballast-unloader, and all other requisite appliances. All the cross-ties and bridge timbers are of northern pine, charged with 16 pounds creosote oil to the cubic foot. At the terminus on the harbor is a fine wharf, 264 feet long, built in the best manner of creosoted timber and equipped with modern steam conveniences for handling freight rapidly. The survey for the remainder of the line, extending to the San Juan River at Ochoa, has been completed; in fact, two locations have been surveyed and profiles prepared in sufficient detail to permit accurate estimates of cost. Between Lake Nicaragua and the Pacific the railroad line is also located, and everything made ready for its construction, which must necessarily precede the inauguration upon a larger scale of the work of excavation.

In the summer of 1890 there was purchased from the American Contracting and Dredging Company the extensive and valuable plant used so successfully on the eastern end of the Panama Canal from the year 1881 to the collapse of that enterprise in 1888. The property consisted of seven dredges, the most powerful ever built, two fine tugboats, twenty lighters, several launches, the equipment of an entire machine shop, stationary engines, pumps, and a vast quantity of tools, spare parts, materials for repairs, etc. Many of the articles are in quantities which will suffice until the completion of the Nicaragua Canal.

During the autumn of 1890 this dredging plant was transferred to San Juan del Norte, where portions of it were immediately equipped for work, and three of the dredges have since been in use, for various periods, upon the canal proper, in the harbor, and in the entrance channel leading thereto. Dredging on the canal line west of the harbor has uninterruptedly been carried forward and a point well inland has been reached by an open channel 17 feet deep and varying in width from 150 to 230 feet, which drains the swamp and lowers the level of the swamp waters, thereby securing for the railroad embankment immunity from injury by flood waters. No obstructions to free dredging have been encountered so far, although the canal has now been opened

for a distance of about 8,750 feet. A powerful seagoing suction dredge for deepening the channel across the bar has been constructed in Scotland for the company and is now ready to be sent to its destination.

The floating plant has been kept in repair, and the buildings, offices, quarters, and hospitals maintained in good condition, while the equipment of the machine shops is being increased as there is need.

All the engineers employed on the line have been and are of known and tried ability. Those in positions of chief responsibility have had extensive practice in works of engineering construction in the United States and the tropics. The engineers, administrative staff, surveyors, and nearly all the skilled mechanics have been hired in the United States and sent out under contract for at least a year's service, and several have been continuously employed in Nicaragua for upwards of three years. Natives of Central America and negroes from the island of Jamaica have been employed for unskilled labor, and all employes have been not only housed and fed by the company, but also supplied with medicine and hospital attendance. The rate of wages paid to ordinary laborers varies from 20 to 30 soles per month, and it is evident from past experience that an abundance of acclimated labor, entirely adapted to the company's needs, is readily obtainable from the localities named. No Chinese or other Asiatic workmen have been employed, nor will such be used upon the work in the future.

In the location of the canal line the route chosen from among the many tentative lines run was that which presented the fewest difficulties. No change from the location first decided upon has since been made, except as further examination and studies have demonstrated the certainty of betterments, either by shortening the length or decreasing the difficulties and cost of construction. During the past year one or more parties of engineers have been constantly in the field engaged in critical examination of the topography at certain localities where previous surveys had suggested that betterments in the location or design might be practicable. In some cases, after very close examination and study, their hopes proved unrealizable, but in one instance instrumental examinations have completely demonstrated not only the practicability, but the economy to result from a rectification of the line. The location previously adopted between the sites of Locks Nos. 2 and 3 involved a curve of large radius in the sailing line through the second Deseado basin. It is now discovered that this curve may be eliminated, with a saving in distance of upwards of 1,000 feet and a saving in earth excavation of upwards of 600,000 cubic yards.

A site for the Ochoa Dam has been located about a half mile below that originally chosen; should the borings yet to be made at this locality prove its suitability of foundation, without material increase of cost over that already assigned in the estimates, another curve in the sailing line may be eliminated and a large reduction in mass of excavation will be possible. A party of engineers has been for many months engaged in boring the strata at the proposed site of La Flor Dam, which is located about 3 miles from the Pacific terminus. Although their work at last advices had not been completed, yet the results already known demonstrate the certainty of securing a solid-rock foundation for the dam and for the locks which are to be built at this point. This existence of a solid foundation of homogeneous limestone at an inconsiderable depth is regarded as very important, for it will permit the construction of a dam of less mass than would have been required on the

clay foundation contemplated before the deep borings with the diamond drill had been made.

A party of engineers was also engaged for many weeks in further surveys for the minor canal required under the concession to be built between Lake Nicaragua and Lake Managua, for steamboat navigation, known as the Tipitapa Canal. This work, which is not of large magnitude, has now been so thoroughly studied that plans can be prepared for construction and everything made ready for its speedy completion within a short time.

At the Machuca Rapids, in the San Juan River, a considerable mass of rock has been removed, improving the navigability of the river at this point.

About two years have elapsed since the old port was reopened, and the correctness of the theories upon which the works for reopening and maintaining the harbor and its entrance were based has been thoroughly demonstrated to the satisfaction of the engineers. Hydrographic parties have been kept constantly at work, adding to their previous knowledge of tidal and other currents and in the preparation of charts showing the effect of the works of construction upon the coast line and the harbor.

In March, 1891, the Hon. Warner Miller, president of the Nicaragua Canal Construction Company, accompanied by a large staff, visited the Republic of Nicaragua and made a complete and thorough examination of the entire line of the canal and of the numerous works connected with the construction thereof. The reports received from this expedition were most gratifying and showed that the work then accomplished had been done in a systematic manner, with all possible care, thoroughness, and dispatch, and within the estimates of the engineers.

In addition to the results already achieved, as hereinbefore set forth, the company has organized and established in Nicaragua a complete hospital service and has perfected the sanitary arrangements in and about its camp and headquarters. In the early part of 1889 the medical work was carried on by assistant surgeons located at different points along the canal route, but the department was not regularly organized until October of that year, when a chief surgeon was appointed and the hospital at headquarters was virtually completed and made ready for occupation.

This hospital at present consists of thirteen buildings, of which five are two-story structures surrounded by broad verandas. The remaining buildings of the group are one-story structures, for the most part built of wood. The total capacity of the hospital is 125 beds. It is situated on the beach, about 500 feet from the surf, and is equipped with a first-class pharmacy and operating room. Owing to the mildness of the climate, it is possible to provide perfect ventilation with a smaller number of cubic feet for each patient than would be considered necessary in a colder climate. In 1890 it was found necessary to erect, 8 miles up the railway line, at Camp Perez, a temporary hospital, known as temporary hospital No. 1, accommodating about fifty patients. This hospital consists of one large building, containing, in addition to the general laborers' ward, a pharmacy and nurses' rooms. A second building was erected for culinary purposes. Medical stations have been established and operated at different times at points remote from the hospitals, according to the necessities of the work.

During the time covered by this report stations have been established at Camp Francis, on the beach; Carazo, on the San Juan River; Poco-Mas-Arriba; Satisfaction, on the Deseado River; Lake Silico;

San Francisco River, and at Railway Camp No. 1. These stations are all on the Atlantic Division. On the Pacific Division stations have been operated at different times at Rivas and Tipitapa. In connection with headquarters hospital, an efficient ambulance service has been maintained since the fall of 1889. The company has also operated a road ambulance to stations on the beach and a car ambulance between the hospital and La Fé, at which latter place connections were made with the railway terminus, the navigation docks, and the breakwater. On the railway line an ambulance caboose car has been in use since the summer of 1891.

Every possible precaution against the development of disease among the company's employés has been observed, such as watching for and removing all local causes and preventing, as far as possible, the entrance into camps from outside sources of the germs of contagious or epidemic diseases, and by an efficient quarantine service. Every surgeon, in his section, exercises the duties of a sanitary inspector and reports to the chief surgeon any necessary changes in the camps or other surroundings. A supervision of the food furnished employés and the mode of its preparation is maintained. When a new camp is built the surgeon of the station inspects the location and surroundings and sees that hygienic rules are observed in its location and construction. The station surgeon reports every ten days upon the sanitary condition of all camps in his station.

Another method employed for prevention of disease among the company's employés has been a thorough physical examination of all laborers seeking to enter the service. It is easier to prevent the entrance of disease than to eradicate it when once lodged, and the advantage of this practice has been proven by the considerable decrease in the percentage of sickness among employés since the adoption of the rules. The staff of surgeons necessary to carry out the complete and careful scheme of work inaugurated by the company has been regulated in number by the character of the work, number of employés, relative distance of camps, and methods of transportation.

There have been in the employ of the company since 1889, 1 chief surgeon and 10 assistant surgeons; also, 1 druggist and 2 assistant druggists. The other employés, including nurses, orderlies, cooks, ambulance men, etc., have varied in number from 20 to 30. There have been treated in the hospitals of the company during the past three years, 2,364 patients. The total number of deaths was 35, making a total death rate of 1.48 per cent of cases treated. These deaths, however, include not only those due to climatic diseases, but also to accidents and chronic diseases among employés admitted to the company's service before the rules for a physical examination were adopted. The total number of deaths due to diseases that may be termed climatic were 17, or 0.72 per cent. From this record it will be seen that any existing opinion regarding the unhealthfulness of the climate in Nicaragua is erroneous. Far removed from the severity of the Northern winters, though geographically in the tropics, the temperature is moderate and equable throughout the whole year. The northeast trade winds temper the atmosphere and have a marked influence.

The mean temperature during 1890 was 77.25° F. In 1891 there was an extreme range of 28°, from a minimum of 67° to a maximum of 95°, or a mean of 81° F. This difference of mean temperature was probably due to the decrease of the annual rainfall. It has been asserted that the country teems with fatal maladies and that the canal employés would be exposed to severe types of fever as soon as the

work of excavation was commenced. This, however, has not proved to be the case, as an examination of the records and statistics kept by the medical department will show. The dredges have already advanced over a mile into the swamps without encountering anything but sand and light loam, which, exposed to the sun, produces no unusual sickness, and the borings prove that the soil as far as the foothills or the entire width of the swamp lands is of a similar character. Most of the diseases met with have been mild in type. This is especially true of bronchitis and pneumonia. The cases of fever are of the remittent or intermittent type, very amenable to treatment, and not of as long duration as in the United States.

No epidemic disease has visited the country since the work was begun, and the occasional reports which have been published in the daily press were without any foundation in fact. Chagres fever is entirely unknown as an epidemic disease, and in 1890, when a number of cases were brought on towing steamers in the service of the company from Colon to Nicaragua, every one taken to the Canal Hospital recovered, while of those admitted from the same ships to the Colon Hospital a number died.

For the accommodation of a working force of 10,000 men there will be required two general hospitals of 150 beds each for both officers and men, resembling very closely the present headquarters hospital, and two of 100 beds each for laborers, the general hospitals being located, one at the eastern end, the other near the western end of the canal, and the laborers' hospitals at convenient points along the line. These will provide 50 beds per thousand men, which will be ample, excepting in case of an epidemic, when it would be necessary to erect temporary hospitals wherever needed. A field equipment for a couple of temporary hospitals which could be used in the event of such an emergency could be kept constantly on hand. A properly arranged ambulance department, developed from the present nucleus, and a druggist department similarly developed from the central store, with a pharmacy connected with each hospital, are all provided for in the general plans, which are ready to be put into operation as soon as a larger development of the work of construction is determined upon.

In conclusion it is proper to say that the medical organization and the system of sanitation inaugurated by the company has proved itself to be exceedingly valuable in maintaining a death rate which is not only very greatly below that of any other known large work of construction in its hospital records, but also is very materially below the death rates of hospitals in the United States, as the following figures will show: In 1890, at the New York Presbyterian Hospital, the death rate was 10.73 per cent; in the Roosevelt Hospital, New York, it was 9.76 per cent; and in the Orange Memorial Hospital it was 7.88 per cent, while in headquarters hospital of the canal company it was only 1.38 per cent. The system which has operated with such exceptional results during the last three years may reasonably be expected to work as satisfactorily in its extension.

The company has gone to its work of building the canal in a plain, unostentatious, systematic manner, and although nearly all accomplished to date may be described as preliminary work only, yet a very important advance has been made. The results may be summarized as follows:

WORK ACCOMPLISHED.

- (1) The prosecution of the final surveys for location and construction and surveys for economical improvements as to details.

(2) The subterranean examinations of the strata requiring removal by means of borings with the diamond drill.

(3) The restoration of the harbor of San Juan del Norte to the extent of securing an easy entrance to the port for vessels of moderate draft.

(4) The construction of extensive wharves and landing facilities.

(5) The erection of permanent buildings for offices, quarters, hospitals, storehouses, shops, etc., having a floor area of an acre and three-fourths.

(6) The building of a large number of temporary camps along the line for accommodation of employés.

(7) The completion of a telegraph line permitting ready communication with the work.

(8) The clearing of the canal line of timber for some 20 miles.

(9) The completion of surveys for location and of plans for construction of the railroad system, and the construction and equipment of 11 miles of this line.

(10) The acquisition by purchase of the most valuable and powerful dredging plant to be found in America under one management.

(11) The fitting up and operation of this plant and the opening of over a mile of the canal.

(12) The acquirement by purchase of the valuable and exclusive franchise for the steam navigation of the San Juan River and Lake, together with the extensive plant of the navigation company, consisting of offices, lands, steamboats, tugs, lighters, repair shops, etc.

(13) And lastly, what is felt to be the most important result of all is the demonstration, secured by experience, of the salubrity of the climate, the efficiency of labor, and the sufficiency of the estimates of the chief engineer for the harbor and canal dredging and railroad work.

The government of Nicaragua, by a communication dated November 8, 1890, has officially recognized and declared that the company has more than complied with the provisions of article 47 of the concession, requiring the expenditure of \$2,000,000 during the first year of the work. This formal acknowledgment confirms the company's title to the concessionary rights for a term of ten years in which to complete the canal.

A detailed description of the proposed canal and the work to be accomplished in its construction, together with the maps showing the route thereof as the same has been finally located, was annexed to the annual report of the company for the year 1890, to which reference is hereby made for said particulars.

In witness whereof the Maritime Canal Company of Nicaragua has caused its corporate seal to be hereunto affixed and these presents to be signed by its president and secretary, this 3d day of December, A. D. 1892.

THE MARITIME CANAL COMPANY OF NICARAGUA,

By HIRAM HITCHCOCK,

President.

[SEAL.]

THOS. B. ATKINS,

Secretary.

STATE OF NEW YORK, *City and County of New York*, ss:

Hiram Hitchcock, being duly sworn, says: That he is the president of the said The Maritime Canal Company of Nicaragua; that he has read the foregoing annual report and knows the contents thereof, and that the same is in all respects correct and true.

HIRAM HITCHCOCK.

Sworn to before me this 3d day of December, 1892.

[SEAL.]

V. BIGELOW,

Notary Public, New York County.

STATE OF NEW YORK, *City and County of New York*, ss:

Thomas B. Atkins, being duly sworn, says: That he is the secretary of the said The Maritime Canal Company of Nicaragua; that he has read the foregoing annual report and knows the contents thereof, and that the same is in all respects correct and true.

THOS. B. ATKINS.

Sworn to before me this 3d day of December, 1892.

[SEAL.]

V. BIGELOW,

Notary Public, New York County.

STATE OF NEW YORK, *City and County of New York*, ss:

On the 3d day of December, in the year 1892, before me personally came Thomas B. Atkins, known to me to be the secretary of The Maritime Canal Company of Nicaragua, and with whom I am personally acquainted, who, being by me duly sworn, did depose and say: That he resided in the city of New York; that he was the secretary of The Maritime Canal Company of Nicaragua; that he knew the corporate seal of said company; that the seal affixed to the foregoing report was such corporate seal; that it was so affixed by the order of the board of directors of said company and that he signed his name thereto by the like order as secretary of the said company.

And the said Thomas B. Atkins further said that he was acquainted with Hiram Hitchcock and knew him to be the president of said company; that the signature of the said Hiram Hitchcock subscribed to the said instrument was in the genuine handwriting of the said Hiram Hitchcock and was thereto subscribed by the like order of the said board of directors and in the presence of him, the said Thomas B. Atkins.

In witness whereof I have hereunto set my hand and official seal this 3d day of December, A. D. 1892.

[SEAL.]

V. BIGELOW,

Notary Public, New York County.

The SECRETARY OF THE INTERIOR.

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